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Strategic Maritime Environment in Indian Ocean: Challenges and Opportunities for Pakistan

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ABSTRACT

Pakistan naval forces are well organized and strong enough to maintain its defense and border security against any kind of naval aggression. The purpose of this essay is to describe all the possible challenges and opportunities faced by Pakistan in Indian Ocean. Moreover, there is a tri-polar interest of US, China and India in the Ocean. The major interest of these states in Indian Ocean is due to its huge significance, immense natural assets, trade and world connectivity. Pakistan with the help of China, is going towards the stairs of success through Gwadar port, which can provide a gateway to Asian states and other world. No doubt, Pakistan's navy is performing well and trying their best to deal with the situation in the Indian Ocean. Furthermore, chances of success and opportunities never have an ending point for anyone. So Pakistan should always further search these opportunities and utilize them in an appropriate manner.

Keywords: *Indian Ocean, Maritime, Pakistan, India, China, Challenges, Opportunities*

Introduction

From the ancient times, when people used to fight with sticks and swords, to the time of technological advancement of 21st century; sea power dominate the world. No matter how much advance technology countries have, if they are weaker from opponents in term of waters, they will always be vulnerable. As Napoleon realized in his last time that the most important factor of his downfall was the loose control over seashores. Among the most important Ocean regions, the Indian Ocean has become the center of global attention. All the global players are aware of the fact that Indian Ocean has immense significance due to its strategic location and sources it has. However, despite of its smallest size in the world oceans, Indian Ocean is blessed one in terms of maritime environment and resources. Littoral states are very lucky to be part of this water body. As far as the size of Ocean is concerned, the Indian Ocean covers at least one fifth of the world's total ocean area and is bounded by Africa and the Arabian Peninsula (known as the western Indian Ocean), India's coastal waters (the central Indian Ocean), and the Bay of Bengal near Myanmar and Indonesia (the eastern Indian Ocean). Pakistan is one of the luckiest littoral states of the Ocean. States usually have to face troubles and blessings at one time, same as the case with Pakistan. Although it is true that Pakistan has many opportunities being a part of this Ocean but at the same time it has to face all the troubles in terms of

challenges. Coping with them is not an easy task for Pakistan. In this essay, the major focus will be laid on Pakistan's challenges and opportunities in the Indian Ocean. Moreover, theoretical lens will also analyze the topic with one main research question.

No doubt that every part of Indian Ocean is very important but the northern part is most significant due to its nearness from three major choke points, Babul Mandeb, Hormuz strait and Mozambique Channel. These points are the major hub of trade and transportation of energy resources. As far as Pakistan is concerned, the Navy of Pakistan performs its all assigned duties with full zeal. The foremost one is maintaining regional stability. During past, Pakistan has faced many serious challenges and threats against maritime stability. The disturbance in maritime security can directly affect the economy of Pakistan. For Pakistan, it is mandatory to maintain its Ocean related security. For this, Pakistan has joined hands with US and assured its full interest in US-led Coalition Maritime Campaign Plan in 2004. Some major goals of this coalition have huge significance for Pakistan as well. These include keep eye on all illicit acts like counter maritime terrorism which can be a bad virus for Ocean's safety and security. Undoubtedly, Pakistan's Navy has conducted victorious operations to stable northern side of Indian Ocean.

The world has witnessed the importance of Indian Ocean because of its location, resources, trade routes, and the countries it has. Indian Ocean provides critical sea trade routes that connect the Middle East, Africa, and South Asia with the broader Asian continent to the east and Europe to the west. A number of the world's most important strategic chokepoints, including the Straits of Hormuz and Malacca through which 32.2 millions of barrels of crude oil and petroleum are transported per day more than fifty percent of the world's maritime oil trade are found in the Indian Ocean Region, which itself is believed to be rich with energy reserves. Nearly forty percent of the world's offshore petroleum is produced in the Indian Ocean, coastal beach sands and offshore waters host heavy mineral deposits, and fisheries are increasingly important for both exports and domestic consumption (Gupta, 2010).

“Without a decisive Naval force we can do nothing definitive, and with it everything honorable and glorious.” - *General George Washington, December 1780.*

The Indian Ocean is bounded by Iran, Pakistan, India, and Bangladesh to the north; the Malay Peninsula, the Sunda Islands of Indonesia, and Australia to the east; Antarctica to the south; and Africa and the Arabian Peninsula to the west. In the southwest it joins the Atlantic Ocean south of the southern tip of Africa, and to the east and southeast its waters mingle with those of the Pacific Ocean (Chowdhury, 2013).

Naval Theorists and Indian Ocean

Many great thinkers have thrown light on the significance of sea power. These thinkers have acknowledged that one who has the dominant position at sea, will be victorious among all.

- **Alfred Mahan** asserted that “whoever controls the Indian Ocean will dominate Asia; the destiny of the world will be decided on its waters.” (Sempa, 2014).

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- **Robert D. Kaplan**, acknowledging the importance of the Indian Ocean, asserts that “It is my contention that the Greater Indian Ocean, stretching eastward from the Horn of Africa past the Arabian Peninsula, the Iranian Plateau and the Indian subcontinent, all the way to the Indonesian archipelago and beyond, may comprise a map as iconic to the new century as Europe was to the last one” (Kaplan, 2010). He is particularly good at connecting realities on the ground with geopolitical implications, such as when visiting Gwadar, strategically located port city in the South of Pakistan, with the potential to turn into another Dubai yet strongly dependent on Pakistan’s political stability. His analysis is equally enlightening when he argues that the “frontier between Pakistan and Afghanistan is no frontier at all, but the heart of an Indo-Persian and Indo-Islamic continuum that straddled the high plateau of Central Asia for millennia.” Given his freewheeling approach, the author somehow achieves to reflect India’s mind-boggling diversity, ranging from his interviews in Gujarat to Delhi and Kolkata, and he identifies great hurdles India will need to overcome, such as sectarian violence yet he also rightly observes that “India stands dramatically at the commanding center of the Indian Ocean”, which may provide it with crucial edge in the competition against China (Kaplan, 2011).
- **General MacArthur** viewed Indian Ocean as significant in terms of resources and geostrategic location. MacArthur travelled this ocean with his team to look over all the resources. He asserted that this ocean is far much important for US. The neighboring states would be very advantageous position respectively

Strategic Environment

The US Interests in Indian Ocean

US is very interested in Indian Ocean from Past till present time because of Ocean’s huge and great resources, trade routes and global level of connectivity. No doubt, Indian Ocean has immense strategic importance in the world. US, being a superpower never ever wants to absent from the scene. US has Indo-Pacific strategy in Indian Ocean. US has some major goals to acquire regarding Ocean. It has included Freedom of Navigation, regional security, anti-terrorism policy acts, anti-piracy acts. Most prominently, US has a goal to develop strong bond with Indian Ocean’s regional powers like India and China.

As far as US goal to acquire healthy relations with these states is concerned, US has declared China as revisionist state according to its 2017, US national security strategy. US claim that China is rapidly modernizing its military assets. China is a direct threat to US in the Indian Ocean.

Furthermore, US is very interested to develop good relation with India. As US knows that India and China are currently dominating Indian Ocean.

China’s Interest in IOR

China is one of the giant of Indian Ocean spreading its wings in all over the Ocean through CPEC project and Gwadar port. China has also string of pearls. China is

very interested in Indian Ocean in terms of Maritime Silk Road. One belt one road initiative made China a strong participant of Indian Ocean. All these efforts of China are creating insecurities in other states. However, Pakistan is one of the neighboring state of China and its geo strategic location is very good. Being a blessed location, Pakistan and china is working together in Indian Ocean. It has enhanced the glory of Pakistan as well. Raoul Castex has suggested the enmity between west and China earlier. In 1955, Castex published an article in the Review of National Defence. There, he seemed to predict the rise of China and its upcoming rivalry with the West, including Russia.

India's Interest

India has the "Security and Growth for all the Region" framework which is also known as SAGAR, a combination of its Act East and the Think West policies. India is the biggest enemy of Pakistan and use offense to defend itself. India is now spreading its shoots towards US to become dominant in the Indian Ocean. Most prominently, India is worried about Pak-China strong relation in the Indian Ocean. This act coerced India to start taking interest in Iran's Chahbahar port. India is always making efforts to disrespect Pakistan and never cooperated with Pakistan in Indian Ocean. India is trying hard to develop connectivity and regional bonding through IORA forum. India also reject Pakistan's request to join IORA for regional integrity and connectivity.

There is a great competition in the Ocean. All these states including Pakistan are playing their specific role very well. There is a tug of war between two groups in the Indian Ocean, one is US-India and other is Pakistan-China.

Historical Background

As a whole, it is true that Egyptians were the first who appeared in Indian Ocean around 2300 BCE. In actual Egyptian sailors have arrived on the "Land of Punt" located near Somali coast. Chinese sailor Zheng, he has been performed total seven expeditions on the Ocean between 1405 to 1433. After this, Russians, Portuguese, Dutch, English and French has visited the Ocean.

Spanish explorer has followed the same and travelled the middle part of the Indian Ocean. As far as eastern and southern parts are being concerned, eastern part was discovered by Dutch explorer and Southern was explored by British sailor in sixteen and seventeen centuries respectively. Moreover, many other voyages have performed during WW2 and then exploration of northern side has taken place. After this, focus has been shifted towards Oceans natural resources and its extraction by different states. Resource extract competition have begun after fully discovery of Indian Ocean. In this race, coastal states are much beneficial. These states were recommended to perform their duties regarding extraction and artificial Island building just under two hundred nm. Internationally it was proved a good decision (Alexander, 2012).

During the Cold War the newly independent Indian Ocean states of Asia and Africa became subject to the competition between the superpowers. The resultant security balance in the region dissipated when the Cold War came to an end. The post-Cold War era saw the region becoming less stable, with much rivalry, competition, suspicion and turmoil. Moreover, the maritime security environment in the Indian Ocean also underwent transformation. Because of weak government structures and

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a limited capacity to control maritime domains, all types of illicit activities began to flourish in many parts of the Indian Ocean. As a result, the region's maritime security challenges are now considerable and are affected by key variables such as militarization within the region, the involvement of major and extra-regional powers, and non-traditional security threats (Michel & Sticklor, 2012).

The activities of the littoral Indian Ocean states, which are concerned with national or regional maritime security in relation to specific rivals within their own sub-regions, as attested to by the many maritime boundary disputes and jurisdictional claims in the region. Another trend is indicated by the efforts of IOR states to manage the large variety of transnational and nontraditional threats they face, including environmental challenges, fishing infringements, smuggling and trafficking, piracy and the security of offshore installations (Izuyama, 2011).

The most powerful states of Indian Ocean are India and China; India is dependent on Indian Ocean's choke points due to its production of eighty percent energy imports. Whereas, China is busy in transportation of its eighty-four percent energy through Strait of Malacca. These two states have contributed in heighten the Ocean's value. However, Indian Ocean has three nuclear power states. These are Pakistan, India and China. All these factors have increased the significant position of Indian Ocean. Heightening significance is the major reason that regional and non-regional states are very interested to be a part of Indian Ocean (Bastos, 2014).

The Indian navy is undergoing substantial expansion with forty ships and submarines, including two nuclear submarines and two aircrafts. The goal is to have a sixty-five ship fleets by 2022.

The story has not ended yet. The major importance of Indian Ocean can be explained with some facts and figures which are given below (Alexander, 2012).

Figures will be elaborated

- In total 32.2 million barrel of crude oil and petroleum are being transported every day through Indian Ocean which help states to fulfill their oil requirement.
- It is true that more than fifty percent of world's oil are present in the IOR.
- Indian Ocean produces forty percent of world petroleum.
- Fisheries are also another source of business for the world.
- As far as oil reserves are being concerned, Indian Ocean has fifty-five percent of oil reserves.
- Ocean has forty percent of world reserves.
- Indian Ocean gives boost to thirty percent of world trade and fifty percent of total container global trade.
- There are eight marginal seas in Indian Ocean which are red sea, Persian Gulf, Arabian Sea, Andaman Sea, Gulf of Aden, Gulf of Aden, Gulf of Oman, Bay of Bengal and Great Australian Bight.

- Indian Ocean totally connects eighteen Asian states and sixteen African states.
- It also linked fifty-seven Island groups.

Some interesting facts about Indian Ocean

- Indian Ocean is world's third largest Ocean.
- It is true that the size of Indian Ocean escalates every year by twenty cm.
- Indian Ocean is very warm, due to this fact the sea life is limited.
- With reference to the oxygen, Indian Ocean offers lowest oxygen level to its sea animals.
- There are seven notable Islands in Indian Ocean, these are Madagascar, Maldives, Sri Lanka, Mauritius, Zanzibar, Reunion and Seychelles.
- There are some eminent seaports in Indian Ocean which are Durban (South Africa), Mombasa (Kenya), Aden (Yemen), Jakarta (Indonesia), Singapore (container port), Mumbai and Chennai port in India.
- Indian Ocean is youngest among all Oceans in the world.
- It has been estimated that forty-two percent of global conflicts are related to the Ocean bordered states.
- Due to its vast significance, non-bordered states are being involved in conflicts and other matters.

Trade in Indian Ocean

Trade is very important aspect of Indian Ocean. Coastal states have gained much advantage from trade. Trade patterns have changed by Portuguese and Europeans after sailing on every side of Cape of Good Hope. It is very crucial to note that European navies have performed their role very well for eradication of piracy and slavery from Ocean. After WW2, the process of decolonization has terminated the British hegemony in the region. Cold war has somehow enhanced region's value because of superpowers rivalry. After the end of this cold war, Indian Ocean has rediscovered its social, cultural and economic significance. Connectivity and communication have developed between Asia, Africa and Australia (Bhattacharjee, 2004).

- **Decolonization process has left a serious question unanswered that is How an Indian Ocean's security could be restored in the presence of non-state actors.**

Indian Ocean's security is a major international concern and coastal states are much focused to discuss this issue.

International Conflicts

International institute of conflict has presented its research that forty-two percent of global conflicts are being related with Indian Ocean. Some conflicts are domestic, while others are international. These factors are associated with Afghanistan, Sri Lanka, Pakistan, Somalia, Sudan, Iraq, Israel and Palestine. These disagreements

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have occurred due to diverse reasons such as corruption, poverty, failed governance, lack of resources, anti-democracies and intervention of foreign states (Mohan, 2018).

As far as militarization of Indian Ocean is concerned, these five major states have their military force in Indian Ocean that counted four lac men as a whole. These states are India, Pakistan, Burma, Egypt and Iran. US has also increased its presence over Indian Ocean region after cold war. US has developed its military base on Diego Garcia, Bahrain, Kuwait, Oman, Saudi Arabia and Qatar (Gupta, 2010).

Pakistan's Role in Ocean

Pakistan is one of the nuclear state of Indian Ocean after India and China. Pakistan's strategic location can provide a great advantage to its economy if utilize in a good manner. Being a littoral state of Ocean, Pakistan has many opportunities and options to do. Everyone knows the fact that Pakistan can provide access to Gwadar port. China and central Asian states can easily get access with the help of Pakistan. Gwadar significance has doubled since China started to invest. If fully implement, this move will surely serve Country's economy and raising value in international community in future. However, it is verifiable that nowadays Pakistan's government do not focus on its ambition of building Gwadar projects because of ongoing global epidemic Covid-19. This pandemic has halted everything in the globe. Hopefully, after the elimination of this deadly virus China and Pakistan will start the journey to fulfill their goals (Malik, 2010).

Challenges

No doubt it is a blessing for Pakistan to be a part of Ocean's northern side but every picture has two sides. The side of picture has told us about strengthening security and meet challenges in Indian Ocean. One of the serious threatening challenge for Pakistan is its neighboring state India. World has well aware of Indo-Pak rivalry since Pakistan's inception. Pakistan has always been very careful for its border security. India's belligerent stance and nationalist policies can cause deep damage for Pakistan. Moreover, no one can forget about India's vicious actions in Kashmir and breach to UN Security Council resolutions in past. All these incidents have proved India a big enemy of us. In this situation, Pakistan navy has left with only one option that is, strengthening ties with regional brothers and tighten its homeland security (Asghar, Maritime and Naval Power Play: Competing Roles & Missions, 2015).

Now the second challenge is to maintaining a defence budget. When any state in the world has faced these types of neighboring threats, it will automatically rush towards increasing defence budget. It will also include arrangement of modern technology in Ocean's exclusive economic zone. Pakistan has allocated a good budget to its Navy due to dealing with its existing security concerns. Maintaining a maritime domain is not an easy task for Pakistan navy in Indian Ocean in the presence of these ongoing threats and challenges. But, Pakistan navy is dealing with all the existential issues with great vigor (Amjad, 2015).

Saying this, will not be wrong that trade can contribute to boost country's economic power and flourish its wellbeing. Pakistan is one of these states which are highly dependent on trade and transportation for its survival. Most of the trade is being

done through Indian Ocean. Estimated ninety-five percent of its trade passes through the important choke points of Ocean. For trade regulation, CPEC will prove game changer for Pakistan. Chinese OBOR will also facilitate Pakistan to fulfil its future goals (Hilali, 2015).

Now one can imagine that, when trade has such importance for any state like Pakistan, the stumbling blocks will have deep and dark effects. Some genuine complications are disturbing the country's trade in Indian Ocean. These are Maritime Terrorism, piracy, unlawful trade and other small criminal acts that are biting the country in agony. Pakistan navy is trying to deal with maritime terrorism with its sharp minded policies and planning. Basically, after 9/11 incident terrorism has spread globally like a deadly virus. The serious concern was to deal with terrorist groups which can easily target SLOCs that can disturb trade. Pakistan is located near Hormuz Strait thus the maritime threats have increased (Chowdhury, Piracy and Trafficking: Maritime and Security Policy Challenges, 2015).

Not only maritime threat can be dangerous for Pakistan navy but piracy is another danger for naval strategists and forces to deal with. Pirates usually attack on important choke points and looted all the trade related stuff. This situation needs urgent solution and Pakistan navy is constantly working for this. To counter piracy, maritime terrorism and other unlawful acts Pakistan navy has decided to join CTF 150 in 2004 and CTF 151 in 2009. The fact is that Pakistan has joined CTF 150 specially to curb maritime terrorism and CTF 151 for piracy. Elimination of both threats is one of the major goal for Pakistan naval forces in Indian Ocean (Khan, 2016).

Dealing with maritime threat is really a major challenge for Pakistan Naval forces. However, Pakistan is coping with the current situation by participating in different activities to curb maritime terrorism and other threats. Pakistan navy has strongly favored the freedom of navigation at sea. For this, Pakistan has personally created Regional Maritime Security Patrol which can easily counter terrorism on sea. Pakistan navy has assured its presence in command tenures of task force. Pakistan navy has completed its six tenures of TF-150. Furthermore, naval officers of Pakistan also commanded the task force total five times from 2009. Pakistan navy has made its agenda to keep clean its EEZ zone from piracy attacks. So the extraction of resources, trade and transportation can easily be made. The most dangerous piracy areas are coast of Yemen, Sri Lanka Southern side, Indian Southern side, Coast of Sumatra in Indonesia and North side of Bay of Bengal (Khan D. M., 2016).

Illegal trade is also a curse for any state's economy. Criminals usually transport illegal arms, weapons, drugs and even humans. These criminals kidnapped poor people and transfer through illegal way to different areas of world and force them to do work according to their own will. The notorious areas of this criminal activities are Afghan-Pakistan areas, East Africa, Middle East and Indian East. Drugs trafficking can be very dangerous for any state. It can create distress in society.

Social health always has been important for Pakistan. but unfortunately, being a neighbor of Afghanistan, Pakistan has to face this serious social ill many times in history. In the following picture, all ways mentioned through which narcotic trade have been placed. This is very hazardous for Pakistan. Most of the routes are related with Afghanistan. These illegal acts have damaged Pakistan's security concerns. Pakistan has to take brief measures to counter these threats.

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Pakistan navy has conducted many operations against serious threats and challenges. Even, naval forces are busy to investigate whole situation very carefully. Maintaining Ocean's EEZ zone security is hectic duty for navy especially in the wake of one another ill. It is illegal arms and weapons trade. The main hub of this illegal activity is KPK. This activity was started in 1979 when Russia invade Afghanistan. All people came from different countries have involved in this illicit trade of arms. This incident badly effected Pakistan. So as far, till now this social ill is present in Pakistan (Sebastian, 2014).

Achievements, Recommendations and Opportunities

These concerns are very serious and need some options and suggestions for betterment. However, it is true that, Pakistan has many options to follow in Indian Ocean and to counter these threats.

First of all, Pakistan navy has performed very well by joining US-led Coalition Maritime Campaign Plan in 2004. Pakistan naval forces also focus towards piracy in 2009 under joining CTF-151. Another great effort was Aman exercise which started in 2007. This exercise is basically a reflection of peace and cooperation in Indian Ocean. In this exercise several navies of world has gathered and they share their views of common interest, coordinating in all important matters, discussions about all threats and security concerns have performed. Total six time Aman exercise has been implemented from 2007 to 2009. This is a symbol of peace cooperation and information sharing. Pakistan has participated with full zeal in this exercise. Pakistan navy is much interested in curtailing all the ills and want to healthy maritime and strategic environment in Indian Ocean under the motto of "Together for Peace" (Khan M. A., 2016).

The story has not ended yet, Pakistan navy has always struggled hard to ensure peace and security in the region. For this wonderful task, Navy has set up an institute "Joint Maritime Information Coordination Centre". This major goal of this institute is to sharing all of information and making coordination in Maritime sphere. Several small institute are working under this set up. Through this set up all these small maritime institutions can perform cooperation and coordination to maintain regional security in Indian Ocean. This was a great step taken by Pakistan Navy.

Peace lover Pakistani Navy also organized Task force-88 mainly for C-PEC security. Pakistan navy has performed its role very well (Rashid, 2014).

Here are some options and recommendations for Pakistan navy in Indian Ocean. These options will highly facilitate Pakistan navy for sure.

Firstly, Gwadar port is significant for Pakistan's economic situation. Pakistan with the assistance of China can fully developed Gwadar port. After its full development Gwadar port will provide ease for trade and transportation. Moreover, infrastructural projects will increase Pakistan's image in all over the world. Gwadar can become trade hub not only for Pakistan but for other states also. Pakistan can provide a gateway to Central Asian states. Gwadar port offers new opportunities and provides inter connectivity in all over region. Afghanistan is one of the landlocked state and building Gwadar can make it possible to trade with Afghan area easily. **Julian Corbett** also focused towards increasing naval power by well suitable policy. One interesting thing is that Corbett has suggested the coordination and balance between

land and naval power. For Pakistan, Corbett sayings are very suitable as he has asserted that never be only offensive at sea but used mixed strategies of offense and defence at sea. It will help any state to achieve naval power. And yes, Pakistan is following the same (Cordesman & Toukan, 2014).

CPEC

As far as CPEC is concerned, CPEC has included several small and mega projects. CPEC aims to create connectivity between Pakistan and China through lands and highways. It will provide direct link from Gwadar to Chinese province Xinjiang. It will flourish trade and transport with strong connectivity. Pakistan will become a prominent state when CPEC complete its journey. It will not only provide connectivity between Pak-China but also link Middle East, Africa and Central Asia. CPEC will bring Pakistan into limelight in Indian Ocean. Overall, it is a good initiative for Pakistan and other states for trade, linkages and connectivity (Asghar, Maritime and Naval Power Play: Competing Roles & Missions, 2014).

IORA

Pakistan should also become member of IORA. However, Pakistan has not joined it yet because of serious issues with India that is founding state of Indian Ocean Rim Association. If Pakistan would become a member state of IORA it will strengthen its position being a bordered state of Indian Ocean. It will also provide good relations with other state like India. India is a big enemy of Pakistan and situation can be better treated by joining this association. It is also true that Pakistan has sent request to get its membership in IORA. But because of India Pakistan's request will not be accepted. Indian presence and domination in Indian Ocean is just an illusion of an eye. It is highly recommended for Pakistan to get membership of IORA for regional cooperation and it will also reduce the tensions between states.

Another significant step for Pakistan may be the development of many military bases in the Indian Ocean for its defence. Pakistan is a defensive state and always take measures for its survival. If Pakistan will build military bases in different countries, it will strengthen its security and enhance its value. Building of military bases in different states will also increase regional cooperation. It is highly recommended for Pakistan to start its efforts for this defensive task.

China Chahbahar Port

Port has great importance for Iran, India and China. It is located in Iran southern side. India is very interested in the investment and development of port because of present competition from CPEC. India knows the fact if CPEC project will fully developed it will be giant of success for Pakistan and China. So India is trying hard to compete. India has invested in Chahbahar port in 2016. China growing interest in Chahbahar port is a biggest concern for India. Iran is also a member of OBOR project with China, moreover, China has recently invested in a gas pipeline project of Iran. All these hints are serious concern for Iran. India has delayed its investment in railway project of Chahbahar port, so China is now interested to invest in the port building and literally it's a serious setback for India after CPEC project. News have told us that China is interested to invest 400 billion dollars in Chahbahar. It is a big amount with twenty-five years of partnership. If this will work, it will be a danger for India. Moreover, Iranian minister have invited Pakistan and China to join hands

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in Chahbahar building. I think it would be good initiative for Pakistan to participate and increase its glory in the world (The Week, 2020).

Illusion of Indian Naval superiority

It is important to highlight that there is an illusion of Indian Naval superiority in the Indian Ocean. India has done a lot of blunders and mistakes during many operations. Many times India has failed strategies and policies. It is not wrong to highlight some of its failures only to know the truth. The most recent one MIG-29k crash in Goa. It was an abject failure of Indian side. Many times, Indian submarines has collided with other foreign ships. For instance, Indian missile INS Kuthar was crashed and hit with destroyer INS Ranvir. This incident has happened in the Bay of Bengal. Moreover, another frigate was turn over after collision with Cyprus ship in 2011. It has resulted heavy fire on ship.

In 2013, INS Talwar hit with fishing trawler. This incident has wounded twenty-seven people and some sank. In 2014, INS Kolkata has some issue and gas has leaked which killed captain immediately. After investigation, it was proved that there was some fault during its construction. In 2017, fire has broken out on the ship named INS Kermorta during its operation on sea. 2019 also has witnessed the same issue of fire on ship and killed one naval officer. These are only few examples of India side inability to work properly in the Indian Ocean. The much has left. This reality based incidents has showed the illusion of Indian naval superiority in Indian Ocean (Hughes, 2020).

India exclusion from Indian Ocean

India exclusion would definitely impact positive in the Indian Ocean. As we all know that India is not only biggest threat for Pakistan but their stubborn policies and resistance against Pakistan in all terms has created much hurdles for Pakistan. If India will out from the Ocean, it will be very good for Pakistan to continue its working towards stairs of success.

Conclusion

In the end, it will be very suitable to say that Pakistan's efforts and enthusiasm is at right place in the Indian Ocean. Pakistan navy is well practiced, organized and strong enough to resist any threat and danger. As Julian Corbett placed naval warfare within the larger framework of human conflict, proposing that the key to maritime dominance lies in effective use of sea lines for communications and in denying that use to the enemy. His concept which regarded naval strategy not as an end in itself but as a means to an end, with that end defined by national strategy and it makes this a work of enduring value. Being a coastal state of Ocean, Pakistan is well protecting its sea zone area of northern side. However, recommendations and options are immense for Pakistan. Regional stability and protection is a major goal for peace keeping state of Pakistan. Furthermore, it is right that Pakistan is coping with all the existing challenges and threats by sharp planning and policies. The naval policy planners are sharp minded in Pakistan. Pakistan just need to pay attention towards prescribed recommendations.

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