

## **Usage of Term 'Maritime' and its Impacts on the Literature on China-Pakistan Economic (Maritime) Corridor (CPEC)**

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### **Abstract**

*This paper aims to construe literature-based research to highlight the significance of the relevant terminology in the 'maritime' domain: usage and utilisation. It intends to create a harmony-based information delivery within the literature for information to the stakeholders to understand the global maritime issues, concerns, updates, policies, and laws. Given that, fifty articles are selected from various journals to review the usage of the term "maritime" in the literature in different contexts, including oceans, ports, shipping and coasts. Results will be based upon the selected literature following the right path in translating the term 'maritime.' The research will analyse the future options for social, political and natural (behavioural) sciences' discourses in the 'maritime' domain under the China-Pakistan Economic Corridor (CPEC). The idea presented through this paper is that CPEC is a maritime corridor connecting China with Pakistan, Kashgar Port, and Gwadar Port.*

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## Introduction

Language plays an instrumental role in governance affairs based on social, political, and economic discourses.<sup>1</sup> It is a communication medium through which scientific information and human-human and human-nature relationships are identified, valued, processed, and exercised.<sup>2</sup> It is also highlighted that government affairs are legalised through a medium of the social or political movement to define the human-nature-science relationships, and all this process is conducted through communication.<sup>3</sup> Any campaign in any system of governance offers significant legislative development, which may also impact international relations. Moreover, international relations are also legalised through a medium of communication between two or more states, and this exercise affects the future development of literature.<sup>4</sup> The mentioned developments are circular in nature, and any future discourse of such development impacts the future of political, scientific and international relationships.

English is the official language of the Islamic Republic of Pakistan. Unfortunately, it is still ambiguous, which English medium of communication is being followed.<sup>5</sup> A heterogeneous usage of terminologies portrays that the English language medium in Pakistan is Pakistani.<sup>6</sup> Such communication perplexities have caused a decline in literature and have triggered confusion among the policy, governance, and legislative patterns. Following the given hypothesis,

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<sup>1</sup> Thomas Ricento, *Language Policy and Political Economy: English in a Global Context* (Oxford University Press, 2015).

<sup>2</sup> L. J. Bracken and E. A. Oughton, “‘What Do You Mean?’ The Importance of Language in Developing Interdisciplinary Research’, *Transactions of the Institute of British Geographers* 31, no. 3 (2006): 371–82, <https://doi.org/10.1111/j.1475-5661.2006.00218.x>.

<sup>3</sup> Nelson Cowan, ‘Short-Term Memory, Working Memory, and Their Importance in Language Processing’, *Topics in Language Disorders* 17, no. 1 (November 1996): 1–18.

<sup>4</sup> denice Welch, Lawrence Welch, and Rebecca Piekkari, ‘Speaking in Tongues: The Importance of Language in International Management Processes’, *International Studies of Management & Organization* 35, no. 1 (1 January 2005): 10–27, <https://doi.org/10.1080/00208825.2005.11043723>.

<sup>5</sup> Furrakh Abbas, Azhar Pervaiz, and Faheem Arshad, ‘The Competing Status of Urdu and English after Declaration of Urdu as Official Language in Pakistan’, *Journal of Research (Urdu)* 34, no. 1 (2018): 142–58.

<sup>6</sup> Fauzia Shamim, ‘Trends, Issues and Challenges in English Language Education in Pakistan’, *Asia Pacific Journal of Education* 28, no. 3 (1 September 2008): 235–49, <https://doi.org/10.1080/02188790802267324>.

the term 'maritime' is also misunderstood, and it is evident through the so-far-developed Pakistan-based academic work related to it.<sup>7</sup> One potential reason behind such misconception is the paraphernalia of the term, which is limited to the Pakistan Navy or the renowned port city of Karachi. Thus, the general perception of the term in social science practice (such as in journalism or academia) emerged due to the naval warfare of 1971<sup>8</sup> or the *Tasman Spirit Oil Case* of 2003.<sup>9</sup> However, the term has gained prominence since the establishment of the China-Pakistan Economic Corridor (CPEC), which is being developed through Bilateral Investment Treaties (BITs) and Free Trade Agreements (FTAs), basically aiming for connectivity of Western China with the Port of Gwadar.<sup>10</sup> Therefore, recent developments have caused more complexity in defining the term and understanding its usage in diverse discourses.

The term 'maritime' is usually referred to as the business related to oceans and shipping.<sup>11</sup> The usage of the term 'maritime' in diverse disciplines, albeit in ways that create complexities in the literature, such as in management sciences disciplines, is contextualised as 'maritime management,' which means managing the shipping, ports, and logistics.<sup>12</sup> Meanwhile, in inter-disciplinary

<sup>7</sup> See for example, Aiysha Safdar, 'The China-Pakistan Economic Corridor – Its Maritime Dimension and Pakistan Navy', *Strategic Studies* 35, no. 3 (2015): 1–19.

<sup>8</sup> Vijay Sakhujia, 'Pakistan's Naval Strategy: Past and Future', *Strategic Analysis* 26, no. 4 (1 October 2002): 493–507, <https://doi.org/10.1080/09700160208450064>.

<sup>9</sup> Saima Mian and Suzan Bennett, 'The Tasman Spirit Oil Spill: Implications for Regulatory Change in Pakistan', *Disasters* 33, no. 3 (2009): 390–411, <https://doi.org/10.1111/j.1467-7717.2008.01080.x>.

<sup>10</sup> Asif H. Qureshi, 'China/Pakistan Economic Corridor: A Critical National and International Law Policy Based Perspective', *Chinese Journal of International Law* 14, no. 4 (1 December 2015): 777–99, <https://doi.org/10.1093/chinesejil/jmv045>.

<sup>11</sup> Barry Zondag et al., 'Port Competition Modeling Including Maritime, Port, and Hinterland Characteristics', *Maritime Policy & Management* 37, no. 3 (1 May 2010): 179–94, <https://doi.org/10.1080/03088831003700579>; Hyung-Sik Nam and Dong-Wook Song, 'Defining Maritime Logistics Hub and Its Implication for Container Port', *Maritime Policy & Management* 38, no. 3 (1 May 2011): 269–92, <https://doi.org/10.1080/03088839.2011.572705>; Nitin Agarwala, 'Role of Policy Framework for Disruptive Technologies in the Maritime Domain', *Australian Journal of Maritime & Ocean Affairs* 0, no. 0 (22 March 2021): 1–20, <https://doi.org/10.1080/18366503.2021.1904602>.

<sup>12</sup> Lodewijk Abspoel et al., 'Communicating Maritime Spatial Planning: The MSP Challenge Approach', *Marine Policy*, 7 March 2019, 103486, <https://doi.org/10.1016/j.marpol.2019.02.057>; A. A. Akaso, 'Oceans Policy as a Sustainable Tool for the Regulation of the Marine Environment', *International Journal of Advanced Legal Studies and*

courses, the term 'maritime' loses its significance. For instance, each business has different terminologies for managing the marine environment, ocean resources, border control, and maritime-related implementing authorities.<sup>13</sup> In these interdisciplinary courses, the terminologies used are ocean management, marine environmental management, or maritime security management.

Furthermore, the terminologies of maritime law, ocean policy, marine environmental protection law, public maritime law, and private maritime law are different concepts and phenomena.<sup>14</sup> Similarly, marine engineering is different from ship and environmental engineering. Moreover, the recent emergence of climate change and Sustainable Development Goals (SDGs) has provided significant literature development opportunities related to oceans.<sup>15</sup> Therefore, marine environment-ology (ecology), coastal management, ocean and coastal management, marine science, and coastal sciences have emerged as new disciplines. However, the developing literature in the field of maritime in Pakistan has ignored the correct usage of different terminologies related to 'maritime.' Thus, the terminology related to the 'maritime domain' throughout the literature is misused or confused.

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*Governance* 3, no. 1 (2012): 71–77; Hermanni Backer, 'Regional Work on Prevention of Pollution from Ships in the Baltic Sea – A Paradox or a Global Forerunner?', *Marine Policy* 98 (1 December 2018): 255–63, <https://doi.org/10.1016/j.marpol.2018.09.022>; Jonathan P. Atkins et al., 'Management of the Marine Environment: Integrating Ecosystem Services and Societal Benefits with the DPSIR Framework in a Systems Approach', *Marine Pollution Bulletin* 62, no. 2 (2011): 215–26; Bruce Farthing, *International Shipping: An Introduction to the Policies, Politics and Institutions of the Maritime World*, 2nd edition (London: Informa Pub, 1993); Uwe Breitling and GTZ Team Leader, 'Sustainable Shipping and Port Development', in *5th Regional EST Forum in Asia*, 2010.

<sup>13</sup> Edgar Gold, 'International Maritime Law in Transition: New Challenges for Education and Training', *Marine Policy* 13, no. 3 (1 July 1989): 178–92, [https://doi.org/10.1016/0308-597X\(89\)90054-7](https://doi.org/10.1016/0308-597X(89)90054-7); Blair Gibb, 'Dredging, Environmental Issues and Port Experience in the United States', *Maritime Policy & Management* 24, no. 4 (1 January 1997): 313–18, <https://doi.org/10.1080/03088839700000040>; Atkins et al., 'Management of the Marine Environment'; Akaso, 'Oceans Policy as a Sustainable Tool for the Regulation of the Marine Environment'.

<sup>14</sup> Akaso, 'Oceans Policy as a Sustainable Tool for the Regulation of the Marine Environment'; A. D. Couper, 'Environmental Port Management', *Maritime Policy & Management* 19, no. 2 (1 June 1992): 165–70, <https://doi.org/10.1080/03088839200000023>.

<sup>15</sup> Mohammad Mahmudul Islam and Md Shamsuddoha, 'Coastal and Marine Conservation Strategy for Bangladesh in the Context of Achieving Blue Growth and Sustainable Development Goals (SDGs)', *Environmental Science & Policy* 87 (1 September 2018): 45–54, <https://doi.org/10.1016/j.envsci.2018.05.014>.

The germane of the term 'maritime' in the context mentioned above will be vast because the recent legislative advancements for exploiting ocean resources have opened venues of debates among social and natural scientists. Hence, it is also necessary to establish correct usage of the terminology related to 'maritime' jargon. Otherwise, irrelevant or inaccurate use of terms will impact future literature developments, such as policy, guidelines, literature, legislation or budget.<sup>16</sup> Therefore, through this research, the attempt is to establish significant meanings of the term 'maritime,' its persistent and consequential usages in social, economic, and political sciences, and the awareness of the subjects related to it, in order to help academia, social scientists, journalists, policymakers<sup>17</sup> and institutions for effective translation, implementation and consciousness of CPEC under the Belt and Road initiative (BRI) as a maritime corridor.<sup>18</sup>

### **ORGANISATION OF HISTORICAL DEVELOPMENT OF THE TERM 'MARITIME'**

The scope of this research is quite pragmatic. Thus, rather than digging deep into ancient history, it is necessary to observe the meanings of the term 'maritime' from contemporary history. For this purpose, the legal reference to stage the term is quite significant, as 'maritime law' is derived from '*lex Maritima*,' and its reference could be found in medieval Western Europe's policy or judicial documents.<sup>19</sup> At the beginning of international trade, 'mercantilism' (*Lex Mercatoria*) became common. It is one of the theories that 'maritime' emerged from 'mercantile.' Anyhow, the term 'maritime' has existed in the English language since the Middle Ages (between the 5<sup>th</sup> and 15<sup>th</sup> Century), and in the early 15<sup>th</sup> Century, which is also referred to as the 'age of

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<sup>16</sup> For example, the incorrect usage of the term see, Shafiq Kayani, 'THE OCEAN Life, Livelihood and Sustainability Opportunities and Challenges for Pakistan', *Maritime Study Forum* (blog), 10 June 2021, <https://www.maritimestudyforum.org/the-ocean-life-livelihood-and-sustainability-opportunities-and-challenges-for-pakistan/>.

<sup>17</sup> All together Social Scientists.

<sup>18</sup> Prakash Panneerselvam, 'Maritime Component of China–Pakistan Economic Corridor (CPEC): India–China Competition in the Arabian Sea', *Maritime Affairs: Journal of the National Maritime Foundation of India* 13, no. 2 (3 July 2017): 37–49, <https://doi.org/10.1080/09733159.2017.1412577>.

<sup>19</sup> William Tetley, 'The General Maritime Law - The *Lex Maritima*', *Syracuse Journal of International Law and Commerce* 20 (1994): 105.

exploration' in British History, and the then British Admiralty Courts frequently used it.<sup>20</sup> However, 'admiralty' is somehow different from 'maritime,' and the former governs the relationships between the private parties chartering the ships.<sup>21</sup> Thus, the term 'maritime' is quite generic in the British legal system, and there is a scholarly dispute regarding its definition.<sup>22</sup> The customary practitioners argue that the term covers a vast range of oceanic issues, including public and private, scientific, social, and political. Conversely, modern scholars support their arguments by establishing the universal Charter of the Sea, i.e., the United Nations Convention on Law of the Sea (UNCLOS), which governs the State relations and practices related to the oceans. Thus, UNCLOS, as the law of the sea, is separated significantly from the 'maritime law.'<sup>23</sup>

Admiralty Law is also referred to as 'dry law' because it is penned at land, between the charter parties, which could be related to marine insurance, bill of lading, chartering of the ships, cargo, and international commercial terms (INCOTERMS).<sup>24</sup> The other part,

<sup>20</sup> Geoffrey J. Martin, *All Possible Worlds: A History of Geographical Ideas*, OUP Catalogue (Oxford University Press, 2005), <https://ideas.repec.org/b/oxp/obooks/9780195168709.html>; Kenneth J. Andrien, 'Age of Exploration, c. 1500–1650', in *The Ashgate Research Companion to Modern Imperial Histories* (Routledge, 2012).

<sup>21</sup> Chester D. Hooper, 'Carriage of Goods and Charter Parties', *Tulane Law Review* 73 (1999 1998): 1697; R. Glenn Bauer, 'Effects of War on Charter Parties', *Tulane Maritime Law Journal* 13 (1989 1988): 13.

<sup>22</sup> Joseph C. Sweeney, 'The Admiralty Law of Arthur Browne', *Journal of Maritime Law and Commerce* 26 (1995): 59; Brunson MacChesney, 'Marine Insurance and the Substantive Admiralty Law: A Comment on the Wilburn Boat Company Case', *Michigan Law Review* 57 (1959 1958): 555.

<sup>23</sup> 'United Nations Convention on Law of the Sea', came into force on 16 November 1994, (1833 UNTS 397) § (1982); United Nations Department on Social and Economic Affairs, 'Rio Declaration on Environment and Development: Application and Implementation', Report of the Secretary General, Commission on Sustainable Development (Fifth Session) (Geneva, Switzerland: United Nations Economic and Social Council, 12 October 1999), <https://www.un.org/esa/documents/ecosoc/cn17/1997/ecn171997-8.htm>; Patricia C. Bauerlein, 'The United Nations Convention on the Law of the Sea & (and) US Ocean Environmental Practice: Are We Complying with International Law', *Loyola of Los Angeles International and Comparative Law Journal* 17 (1994): 899, <https://heinonline.org/HOL/LandingPage?handle=hein.journals/loyint17&div=37&id=&page=>.

<sup>24</sup> Harold J. Berman and Colin Kaufman, 'Law of International Commercial Transactions (Lex Mercatoria)', *Harvard International Law Journal* 19 (1978): 221; James Allsop, 'Maritime Law - The Nature and Importance of Its International Character', *Tulane Maritime Law Journal* 34 (2010 2009): 555; Robert Force, Athanassios N. Yiannopoulos, and Martin Davies, *Admiralty and Maritime Law* (Beard Books, 2005).

broadly known as maritime law, is the 'wet law' because it deals with the incidents occurring at sea, such as salvage, collisions, wreck removal, causalities, damages, and liabilities.<sup>25</sup> This possibly is confusing because of the thin line between both, and for clarity, it could be understood by two legal terminologies, i.e., transaction and litigation.<sup>26</sup> Thus, within the meaning of 'transaction,' the admiralty law is the focus, which may lead to litigation at any later stage, and 'litigation' mainly occurs as there are not any written agreements for the incidents occurring at sea, and the coastal State jurisdiction becomes relevant for any dispute resolution.

Owing to the technicalities of maritime law, the literature selected for this research is from seminal journals of ocean law, shipping governance and coastal policy, for example, *Marine Policy*, *Ocean Development and International Law*, *International Journal of Marine and Coastal Law*, and the *World Maritime University Journal of Maritime Affairs*. The selected literature comprehensively addresses the fact that there is a difference between public maritime law and private maritime law, and the usage of the terminologies in both further motivates the development of literature in management, social, and political sciences. Ocean governance, shipping (maritime) governance, integrated coastal zonal management (ICZM), fisheries management, maritime diplomacy, and marine environmental protection, as subjects of maritime politics, sociology, security, and management, are interdisciplinary in nature.<sup>27</sup> It can be observed that

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<sup>25</sup> Hilton Staniland, 'Admiralty Law Legislation', *Annual Survey of South African Law* 2001 (2001): 779–88.

<sup>26</sup> Chi Carmody, 'Beyond the Proposals: Public Participation in International Economic Law Symposium: Interfaces: From International Trade to Economic Law', *American University of International Law Review* 15, no. 6 (2000 1999): 1321–46; Brian Davenport, 'The UNCITRAL Model Law on International Commercial Arbitration: The Users' Choice', *Arbitration International* 4, no. 1 (1 January 1988): 69–74, <https://doi.org/10.1093/arbitration/4.1.69>.

<sup>27</sup> Thia-Eng Chua, 'Coastal and Ocean Governance in the Seas of East Asia: PEMSEA's Experience', *Coastal Management* 41, no. 2 (1 March 2013): 99–119, <https://doi.org/10.1080/08920753.2013.768517>; Farthing, *International Shipping*; Verónica Caviedes, Pedro Arenas-Granados, and Juan Manuel Barragán-Muñoz, 'Regional Public Policy for Integrated Coastal Zone Management in Central America', *Ocean & Coastal Management* 186 (15 March 2020): 105114, <https://doi.org/10.1016/j.ocecoaman.2020.105114>; Edward H Allison et al., 'Rights-Based Fisheries Governance: From Fishing Rights to Human Rights: From Fishing Rights to Human Rights', *Fish and*

the usage of the terms for diverse disciplines or discourses or subjects is different, and the term 'maritime', therefore, originating from the legal practice, contains various connotations.

As it is somehow established that 'maritime' as an oceanic discipline is a complete and different science, it is about utilising the two types of resources (the ocean and terrestrial) on which the global food, supply-chain, trade, manufacturing, production and harvesting depends. Thus, in a broader conception, the Earth system governance or global governance to meet the needs of the people heavily relies on the interconnectivity of the two ecosystems, i.e., marine and terrestrial.<sup>28</sup> The two ecosystems in natural sciences have their own sets of definitions, meanings and explanations, and for marine natural sciences, the main course is the marine environment, biodiversity, ecosystems, and (renewable and non-renewable) energy; the other is ocean resources and for shipping the term referred to as is 'maritime.' Therefore, in political sciences and defence and security studies, the term 'maritime' is used because of its relationship with shipping, which is the primary source providing defence and human-sea interaction beyond nautical borders.<sup>29</sup>

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*Fisheries* 13, no. 1 (March 2012): 14–29, <https://doi.org/10.1111/j.1467-2979.2011.00405.x>; Micheal N Schmitt and David S. Goddard, 'International Law and the Military Use of Unmanned Maritime Systems', *International Review of the Red Cross, War and Security at Sea* 98, no. 2 (2016): 567–92; David Pinder, 'Seaport Decline and Cultural Heritage Sustainability Issues in the UK Coastal Zone', *Journal of Cultural Heritage* 4, no. 1 (1 January 2003): 35–47, [https://doi.org/10.1016/S1296-2074\(03\)00006-2](https://doi.org/10.1016/S1296-2074(03)00006-2).

<sup>28</sup> Edward H. Allison, 'Big Laws, Small Catches: Global Ocean Governance and the Fisheries Crisis', *Journal of International Development* 13, no. 7 (1 October 2001): 933–50, <https://doi.org/10.1002/jid.834>; Chiara Armeni, 'Global Experimentalist Governance, International Law and Climate Change Technologies', *International and Comparative Law Quarterly* 64 (2015): 875, [https://heinonline.org/HOL/Page?public=true&handle=hein.journals/incolq64&div=56&start\\_page=875&collection=journals&set\\_as\\_cursor=0&men\\_tab=srchresults](https://heinonline.org/HOL/Page?public=true&handle=hein.journals/incolq64&div=56&start_page=875&collection=journals&set_as_cursor=0&men_tab=srchresults); Lucia Fanning and Robin Mahon, 'Governance of the Global Ocean Commons: Hopelessly Fragmented or Fixable?', *Coastal Management* 48, no. 6 (1 November 2020): 527–33, <https://doi.org/10.1080/08920753.2020.1803563>.

<sup>29</sup> G. Padmaja, 'Modi's Maritime Diplomacy: A Strategic Opportunity', *Maritime Affairs: Journal of the National Maritime Foundation of India* 11, no. 2 (3 July 2015): 25–42, <https://doi.org/10.1080/09733159.2015.1112053>; Christian Le Mière, *Maritime Diplomacy in the 21st Century: Drivers and Challenges* (London: Routledge, 2014), <https://doi.org/10.4324/9780203555590>.



Maritime security and diplomacy as subjects of defence and strategic studies and political science are common interests of the Marine Corps, navies, defence establishments, and strategic think tanks. The recent interests of academia in maritime security and diplomacy have been evident since the South China Sea Arbitration. This arbitration has influenced social scientists primarily due to the future consequences; the *Arctic Sunrise Case*<sup>30</sup> is an excellent example influenced by China's non-participation in the Permanent Court of Arbitration.<sup>31</sup> This has also appraised the debate on the legitimacy, establishment, and authority and functioning of the Security Council because two permanent members of it arguably do not agree with the jurisdiction of international courts and tribunals.<sup>32</sup> Recurring back to the subject matter behind this vexed issue of law, defence, security, resources and trade routes, the term 'maritime' in the given discourses is relevant and replete.

The first-ever maritime security dispute taken by the International Court of Justice (ICJ), *the Corfu Channel Case*,<sup>33</sup> between the United Kingdom and Albania settled many terms related to maritime security, public international (maritime) law and the law of the sea.<sup>34</sup> It was the landmark case in ICJ as it helped the development of UNCLOS as codified law of the sea in persistence with maritime security provisions during warfare and peacetimes. Furthermore, this case also draws a thin line between private and public-(international) maritime law. ICJ stated that maritime security is not a private issue of any State. Such violations by any State can be adjudicated at international dispute resolution forums. 'Use of force' and the 'law of naval warfare' were the main terms coined by IHL, and this development also supported

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<sup>30</sup> Chao Zhang and Yen-Chiang Chang, 'Russian Absence at the Arctic Sunrise Case: A Comparison with the Chinese Position in the South China Sea Arbitration', *Journal of East Asia and International Law* 8 (2015): 413.

<sup>31</sup> LI Guoqiang, 'The Origins of the South China Sea Issue', *Journal of Modern Chinese History* 11, no. 1 (2017): 113.

<sup>32</sup> Zhang and Chang, 'Russian Absence at the Arctic Sunrise Case'.

<sup>33</sup> *Corfu Channel Case (United Kingdom v. Albania)*, No. I.C.J. Reports 1949, pp. 244; General List No. 1/15 XII 49 (International Court of Justice 9 April 1949).

<sup>34</sup> Rob McLaughlin, 'Dangerous Waters in International Law: The Corfu Channel Case, Warships and Sovereignty Irritants', in *The ICJ and the Evolution of International Law: The Enduring Impact of the Corfu Channel Case*, ed. Karine Bannelier, Théodore Christakis, and Sarah Heathcote (Routledge, 2012).

the establishment and authorisation of the San Remo Manual on International Law Applicable to Armed Conflicts at Sea.<sup>35</sup>

The literature selected from maritime management journals focuses on the governance of ports and shipping. The literature mainly refers to global maritime governance under the auspices of the International Maritime Organization (IMO) and port governance models of different States or the International Association of Ports and Harbours (IAPH).<sup>36</sup> According to its mandate, the IMO is the authority regulating international shipping, and the State-parties to it follow its regulations, protocols, and conventions.<sup>37</sup> The primary function of IMO is to monitor, evaluate and report the effective implementation of its conventions by the State-parties. Moreover, IMO proposes shipping-related conventions to the United Nations General Assembly and urges the State-parties to protect the marine environment, seafarers' safety, and maritime labourers' rights. Therefore, the conventions and regimes of IMO are also referred to as 'the maritime regulatory law'.<sup>38</sup>

Another critical element in the sea is 'fishes,' and it is quite pertinent to mention here that most of the disputes settled by the International Tribunal for the Law of the Sea (ITLOS) were entangled with fisheries.<sup>39</sup> The infamous *MV Saiga*, which provided the

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<sup>35</sup> McLaughlin.

<sup>36</sup> George S. Reynolds, 'The Regulation of International Shipping : Systematic Issues Facing States in the Administration of Maritime Affairs and the Eradication of Substandard Shipping' (World Maritime University Dissertations, Malmo, Sweden, World Maritime University, 2000), [https://commons.wmu.se/cgi/viewcontent.cgi?article=1083&context=all\\_dissertations](https://commons.wmu.se/cgi/viewcontent.cgi?article=1083&context=all_dissertations); 'Assembly Resolutions on the Establishment of a Marine Environment Protection Committee Other Documents: Inter-Governmental Maritime Consultative Organization', *International Legal Materials* 13, no. 2 (1974): 476–81.

<sup>37</sup> International Chamber of Shipping, *ISGOTT: International Safety Guide for Oil Tankers and Terminals*, 5 edition (London: Amer Nautical Services, 2006); Pierre Cariou, 'Is Slow Steaming a Sustainable Means of Reducing CO2 Emissions from Container Shipping?', *Transportation Research Part D: Transport and Environment* 16, no. 3 (2011): 260–64.

<sup>38</sup> Stephan Gollasch et al., 'Critical Review of the IMO International Convention on the Management of Ships' Ballast Water and Sediments', *Harmful Algae* 6, no. 4 (2007): 585–600, <https://doi.org/10.1016/j.hal.2006.12.009>.

<sup>39</sup> Philippe Gautier, 'The ITLOS Experience in Dispute Resolution', *The Future of Ocean Governance and Capacity Development*, 22 April 2019, 181–88, [https://doi.org/10.1163/9789004380271\\_031](https://doi.org/10.1163/9789004380271_031).

opportunity of inauguration to ITLOS, was an oil tanker fuelling the fishing vessels in the maritime zone of Guinea.<sup>40</sup> The third and fourth cases in the ITLOS are referred to as the first-ever marine environmental dispute because the *Southern Bluefin Tuna* plays an instrumental role in ocean biodiversity.<sup>41</sup> Furthermore, the fisheries are subject to coastal law and the fishermen, as the coastal communities heavily rely on it. Fisheries as livestock also impact the national economic model, and their regulation and management are subject to local, provincial, and national authorities.<sup>42</sup> Therefore, fisheries in the 'maritime' domain connected with the fishing vessels and coastal communities are a vexed subject of law, management, and social sciences.

The literature on policymaking in the 'maritime' domain is somehow confusing because, in governance affairs, the interconnectivity of the issues is crucial. Maritime policymaking, which may be referred to as marine or ocean policy, may also be referred to as shipping policy. The usage of the term 'maritime' in policymaking is the practice of the States in the European Union. It covers broad areas of governance of the seas, including shipping, fish and resources.<sup>43</sup> The European Maritime Policies of the European Economic Area are commonly referred to in literature and are observed as one of the best ocean governance mechanisms in the world. The conventional British approach is slightly different, and the traditional process becomes quite relevant as Pakistan is a standard law system.<sup>44</sup> As in the British system of ocean affairs, maritime, marine and ocean governance are different subjects, and their policy documents deal with them with an interconnected approach.

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<sup>40</sup> Louise de La Fayette, 'ITLOS and the Saga of the Saiga: Peaceful Settlement of a Law of the Sea Dispute', *The International Journal of Marine and Coastal Law* 15, no. 3 (1 January 2000): 355–92, <https://doi.org/10.1163/157180800X00163>.

<sup>41</sup> Moritaka Hayashi, 'The Southern Bluefin Tuna Cases: Prescription of Provisional Measures by the International Tribunal for the Law of the Sea', *Tulane Environmental Law Journal* 13, no. 2 (2000): 361–85.

<sup>42</sup> Alan Boyle, 'The Southern Bluefin Tuna Arbitration' 50, no. 2 (2001): 447.

<sup>43</sup> Lawrence Juda, 'The European Union and Ocean Use Management: The Marine Strategy and the Maritime Policy', *Ocean Development & International Law* 38, no. 3 (2007): 259–82.

<sup>44</sup> Victor Gekara, 'Understanding Attrition in UK Maritime Education and Training', *Globalisation, Societies and Education* 7, no. 2 (2009): 217–32.

Based on the above explanations and usage of diverse terminologies related to the 'maritime' domain, table (1) below provides analytical data to observe the usage of the correct terminologies. The data collected for this research is replete with the literature on the 'maritime' domain from diverse perspectives, which provides insightful information on the usage of different terminologies. As it is collected to help Pakistan-based social scientists, this data can be translated into literature, policymaking, legislation, management, and commercial practices, community development, journalism, and campaigns.

**Table 1**

**Matrix of the Literature Using Various Terminologies in the "Maritime" Domain**

Terminology	Discipline/ Subject	Usage	Applicability	References
Maritime	Management	Shipping or Maritime or Ports Management	Management of the Ships, Crew, Port Activities, Cargo, Terminal, Loading, Environment, Customs, etc.	Cariou; Davenport; Couper <sup>45</sup>
		Integrated Coastal Management or Integrated Coastal Zonal Management	Management of Coasts, Coastal Zoning, Coastal Cities Planning,	Marea E Hatzios and Hao Kong and others <sup>46</sup>

<sup>45</sup> Cariou, 'Is Slow Steaming a Sustainable Means of Reducing CO2 Emissions from Container Shipping?'; Davenport, 'The UNCITRAL Model Law on International Commercial Arbitration'; Couper, 'Environmental Port Management'.

<sup>46</sup> Marea E. Hatzios, 'A World Bank Framework for ICZM with Special Emphasis on Africa', *Ocean & Coastal Management*, Integrated Coastal Management in Africa, 37, no. 3 (1 January 1997): 281–94, [https://doi.org/10.1016/S0964-5691\(97\)00060-4](https://doi.org/10.1016/S0964-5691(97)00060-4); Hao Kong et al., 'Towards Integrated Coastal Governance with Chinese Characteristics – A Preliminary Analysis of China's Coastal and Ocean Governance with Special Reference to the ICM Practice in Quanzhou', *Ocean & Coastal Management* 111 (1 July 2015): 34–49, <https://doi.org/10.1016/j.ocecoaman.2015.04.008>.

			Development and Management	
	Governance and Public Policy	Ocean Governance and Policy	Ocean Governance for Marine Environment, Resources, and Energy. Governance of Land-based sources of pollution.	Yen-Chiang Chang; Chua; Agarwala <sup>47</sup>
		Maritime Policy	Shipping as source of pollution, for example, blast-water management and Emissions.	Agarwala <sup>48</sup>
		(Global) Maritime Governance	Regulation of Ships, IMO Conventions, such as MARPOL, SOLAS, STCW.	Agarwala <sup>49</sup>
	Defence and Strategic Studies	Maritime Diplomacy	Settlement of Inter-state disputes and promotion of usage of	Bateman; Mière <sup>50</sup>

<sup>47</sup> Yen-Chiang Chang, 'Good Ocean Governance', *Ocean Yearbook Online* 23, no. 1 (1 January 2009): 89–118, <https://doi.org/10.1163/22116001-90000191>; Chua, 'Coastal and Ocean Governance in the Seas of East Asia'; Agarwala, 'Role of Policy Framework for Disruptive Technologies in the Maritime Domain'.

<sup>48</sup> Agarwala, 'Role of Policy Framework for Disruptive Technologies in the Maritime Domain'.

<sup>49</sup> Gollasch et al., 'Critical Review of the IMO International Convention on the Management of Ships' Ballast Water and Sediments'.

<sup>50</sup> Sam Bateman, 'UNCLOS and Its Limitations as the Foundation for a Regional Maritime Security Regime', *The Korean Journal of Defense Analysis* 19, no. 3 (2007): 27–56; Mière, *Maritime Diplomacy in the 21st Century*.

			territorial seas.	
		Maritime Security	Security of Maritime Zones during war and peace times. Piracy and Defense.	Bateman <sup>51</sup>
		Maritime Strategy	Strategy of marine corps, navies and other defence establishments	Juda <sup>52</sup>
	Law	Maritime Law	Wet law, such as, Collision and Salvage, tug and tow, damages and liabilities.	Juda; Allsop <sup>53</sup>
		Shipping Law	Regulatory Maritime Law or Shipping Governance	Gollasch and others <sup>54</sup>
		Admiralty Law	Dry Law, Marine Insurance, Charter parties and Bill of lading.	Staniland <sup>55</sup>
Marine, Seas and Oceans	Public (International) Law and Policy	Oceans Law and Policy	Law for Marine Environmental Protection and Preservation of	Chang; Akaso; Bateman; Gautier; Bateman;

<sup>51</sup> Bateman, ‘UNCLOS and Its Limitations as the Foundation for a Regional Maritime Security Regime’; Salik uddin Ahmed et al., ‘China Pakistan Economic Corridor and Pakistan’s Energy Security: A Meta-Analytic Review’, *Energy Policy* 127 (1 April 2019): 147–54, <https://doi.org/10.1016/j.enpol.2018.12.003>.

<sup>52</sup> Juda, ‘The European Union and Ocean Use Management’.

<sup>53</sup> Juda; Allsop, ‘Maritime Law - The Nature and Importance of Its International Character’.

<sup>54</sup> Gollasch et al., ‘Critical Review of the IMO International Convention on the Management of Ships’ Ballast Water and Sediments’.

<sup>55</sup> Staniland, ‘Admiralty Law Legislation’.

			Ocean Resources.	Kong and others <sup>56</sup>
		UNCLOS	International Law of the Sea	
		Maritime Dispute Settlement	Negotiations between the States, Arbitral Tribunals (international and regional), International Court of Justice.	
		Maritime Security and Diplomacy	International Humanitarian Law and International Security Protocols	
		Coastal Governance	Governance of Coasts, Coastal Cities and Protection of Coastal Cities Environment.	
	Environment, Ecosystems and Biodiversity	Marine Environmental Protection	Protection of Marine biodiversity, ecosystems, and species.	Chircop <sup>57</sup>
	Energy	Marine Energy	Production of marine	Montserrat Abad

<sup>56</sup> Chang, ‘Good Ocean Governance’; Akaso, ‘Oceans Policy as a Sustainable Tool for the Regulation of the Marine Environment’; Bateman, ‘UNCLOS and Its Limitations as the Foundation for a Regional Maritime Security Regime’; Gautier, ‘The ITLOS Experience in Dispute Resolution’; Bateman, ‘UNCLOS and Its Limitations as the Foundation for a Regional Maritime Security Regime’; Kong et al., ‘Towards Integrated Coastal Governance with Chinese Characteristics – A Preliminary Analysis of China’s Coastal and Ocean Governance with Special Reference to the ICM Practice in Quanzhou’.

<sup>57</sup> ‘Assembly Resolutions on the Establishment of a Marine Environment Protection Committee Other Documents’; Aldo Chircop, ‘Regional Cooperation in Marine Environmental Protection in the South China Sea: A Reflection on New Directions for Marine Conservation’, *Ocean Development & International Law* 41, no. 4 (17 November 2010): 334–56, <https://doi.org/10.1080/00908320.2010.499300>.

			renewable and non-renewable energy.	Castelos <sup>58</sup>
	Resources	Preservation and Equitable Utilisation of Ocean Resources	Sustainable Exploitation of Ocean Resources, including, gas and oil mining, or mining of other minerals.	Nathan J Bennett and others <sup>59</sup>
	Fisheries	Fisheries Management and Governance	Management of Fisheries for sustainable management of fish stocks.	Allison <sup>60</sup>

## APPLICATION OF THE DEVELOPED FRAMEWORK OF 'MARITIME' TERMINOLOGY IN PAKISTAN

### Maritime Law, Governance and Public Policy

In applying the above-established framework to Pakistan, the usage of terminologies in the Merchant Marine Policy of 2001 is a fundamental confusion. It was enacted to incentivise the shipping sector and contain environment-related terminologies in it.<sup>61</sup> As in the framework, the term 'marine' is used for and interconnected with energy, resources and the environment. Thus, a more accurate terminology could be 'shipping policy' or 'merchant shipping policy.' The usage of 'merchant marine' depicts that the United States

<sup>58</sup> Montserrat Abad Castelos, 'Marine Renewable Energies: Opportunities, Law, and Management', *Ocean Development & International Law* 45, no. 2 (3 April 2014): 221–37, <https://doi.org/10.1080/00908320.2014.898926>.

<sup>59</sup> Nathan J. Bennett et al., 'Coastal and Indigenous Community Access to Marine Resources and the Ocean: A Policy Imperative for Canada', *Marine Policy* 87 (1 January 2018): 186–93, <https://doi.org/10.1016/j.marpol.2017.10.023>.

<sup>60</sup> Allison, 'Big Laws, Small Catches'.

<sup>61</sup> 'Merchant Shipping Ordinance, 2001' (n.d.), See also, Aslam Butt, 'National Maritime Policy Approved', *Pakissan*, 21 September 2002, <http://pakissan.com/english/news/2002/september/national.maritime.policy.approved.shtml>.



phenomena of mercantilism have been adopted.<sup>62</sup> United Kingdom as a common law country utilises 'Shipping Policy' in relevant documents. Therefore, in hybrid legal and policy systems like Pakistan shall adopt either of the term for further clarity.

Another confusion is the legislation, so-called 'Rules of Business, 1973', which places the 'national maritime policy' under the domain of 'the Ministry of Defence' and its 'Defence Division.'<sup>63</sup> Although the national maritime policy under the Defence Division domain is for ocean zoning, security, and coordination, the fisheries and environmental provisions are ambiguous. The only legislation dealing with marine environmental protection is the Environmental Protection Acts at the Federal level and in the provinces of Sindh and Baluchistan.<sup>64</sup> There are no specific rules or regulations to deal with the marine environment under any other legislation or policy; the 'pollution control boards' of the Port authorities or trusts are almost obsolete.

On the other hand, the Ministry of Maritime Affairs, with the mission and vision of 'continuously developing national ports, providing competitive shipping, enhancing seaborne trade, harnessing marine fishing resources and developing coastal infrastructure contributing towards the prosperity of the country,' is also confused about their domain and authorities.<sup>65</sup> As coastal development is a provincial or municipal subject, fisheries have their own governing authorities. Although the Korangi Fisheries Harbour Authority and Marine Fisheries Research Laboratory Karachi are loosely under the Ministry of Maritime Affairs domain, the unregulated fishing sector of

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<sup>62</sup> 'United States Merchant Marine Policy and Surplus Ships on JSTOR', accessed 11 August 2021, <https://www.jstor.org/stable/1825744>.

<sup>63</sup> Pakistan and Cabinet Division, *Rules of Business (As Amended up to 3rd March 2017)* (Islamabad, Pakistan: Government of Pakistan, <http://cabinet.gov.pk/cabinet/userfiles1/file/ROB-amended-03-03-2017.pdf>, n.d.), <http://cabinet.gov.pk/cabinet/userfiles1/file/ROB-amended-03-03-2017.pdf>.

<sup>64</sup> M Jahanzeb Butt, Yen Chiang Chang, and Khadija Zulfiqar, 'A Comparative Analysis of the Environmental Policies in China and Pakistan: Developing a Legal Regime for Sustainable China-Pakistan Economic Corridor (CPEC) under the Belt and Road Initiative (BRI)', *IPRI Journal*, IPRI Journal, 21, no. 01 (June 2021): 83–122, <https://doi.org/10.31945/iprij.210104>.

<sup>65</sup> Panneerselvam, 'Maritime Component of China–Pakistan Economic Corridor (CPEC)'.

Pakistan is an ostensible issue for governing authorities.<sup>66</sup> Moreover, the oceanography and hydrological research under the auspices of the Marine Biological Research Laboratory in Karachi is significantly placed under the Ministry; its research publications and literature development are questionable.

### **Blue Economy and Inter-coordination of Various Authorities**

As oceans increasingly become crucial in enabling and linking the regulatory and economic perspective, and the relationship between land and marine ecosystems evolves, the role and concept of 'Blue Economic' have gained momentum.<sup>67</sup> 'Blue Economy' as a concept is a structure of various types of activities that are associated with ocean services and focuses on sustainable economic growth, livelihood improvement, and creating green jobs by equitably utilising ocean resources while preserving and protecting the marine ecosystems. This concept, therefore, requires a primary national-based agenda and policy with enlarged stakeholder engagement. It will be a hefty exercise for the responsible authorities, and there is no other solution. This calls for an inter-coordination mechanism among and between environmental, climate, maritime, defence and economic regulatory authorities in devising a policy for future development in the 'maritime' domain.<sup>68</sup>

### **Literature Development**

As has already been discussed, the scarce literature in the 'maritime' domain by Pakistan-based scholars in foreign journals has followed the usage of accurate terminologies, and the local literature is perplexing.<sup>69</sup> One of the blogs on 'maritime study' has specified the

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<sup>66</sup> Books LLC and General Books LLC, *Ports and Harbours of Pakistan: Port Qasim, Gwadar Port, Gadani Ship-Breaking Yard, Minnagara, Barbarikon, Oraea, Karachi Fish Harbour* (General Books LLC, 2010).

<sup>67</sup> Meg R. Keen, Anne-Maree Schwarz, and Lysa Wini-Simeon, 'Towards Defining the Blue Economy: Practical Lessons from Pacific Ocean Governance', *Marine Policy* 88 (1 February 2018): 333–41, <https://doi.org/10.1016/j.marpol.2017.03.002>.

<sup>68</sup> Nathan James Bennett et al., 'Blue Growth and Blue Justice: Ten Risks and Solutions for the Ocean Economy', *Marine Policy* 125 (1 March 2021): 104387, <https://doi.org/10.1016/j.marpol.2020.104387>.

<sup>69</sup> See for example, Yen-Chiang Chang et al., 'Legal Practices and Challenges in Addressing Climate Change and Its Impact on the Oceans—A Chinese Perspective', *Marine Policy* 111

'maritime environment' and 'marine environment' as the same ecosystems; the terminologies related to ocean affairs in shipping, fisheries and marine resources are vexed with each other, and the explanation is complex.<sup>70</sup> Moreover, due to weak accountability and transparency, the literature available online on 'maritime' from Pakistan-based journals suggests that Gwadar is the only subject to it.

Although the maritime domain is complex, its study and relevant literature make it clear and unambiguous. Settling the future research direction in the 'maritime' arena is essential, and its ignorance may form additional sets of complexities. The given framework may be proven significant based on the development of maritime, marine and ocean policies in which academic literature can play a critical role. There are going to be challenges to the interpretation of legislation and policies. Specifically, in the 'maritime' domain, the issues are countless, and international and recognised literature is useful for the future development of literature in any domain related to 'maritime.'

## THE FUTURE OF MARITIME IN THE ERA OF ANTHROPOCENE

This is an era of the 'Anthropocene.'<sup>71</sup> In this interdependent and globalised world, the United Nations recently forwarded Agenda – 2030 (also known as Agenda – Post-2015) or Sustainable Development Goals (SDGs).<sup>72</sup> One of the crucial components of SDGs

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(1 January 2020): 103355, <https://doi.org/10.1016/j.marpol.2018.11.018>; Muslim Bin Aqeel, 'Maritime Environment and Oil Spillage: Legality and Regimes', *Maritime Study Forum* (blog), 9 November 2020, <https://www.maritimestudyforum.org/maritime-environment-and-oil-spillage-legality-and-regimes/>.

<sup>70</sup> Kayani, 'THE OCEAN Life, Livelihood and Sustainability Opportunities and Challenges for Pakistan'; Aqeel, 'Maritime Environment and Oil Spillage'.

<sup>71</sup> relating to or denoting the current geological age, viewed as the period during which human activity has been the dominant influence on climate and the environment, please see: Elham Seyedsayamdost, 'Global Governance in the Age of the Anthropocene: Are Sustainable Development Goals the Answer?', *Global Environmental Politics* 19, no. 2 (24 April 2019): 169–74, [https://doi.org/10.1162/glep\\_a\\_00509](https://doi.org/10.1162/glep_a_00509).

<sup>72</sup> 'Final List of Proposed Sustainable Development Goal Indicators', Report of the Inter-Agency and Expert Group on Sustainable Development Goal Indicators, 2016, <https://sustainabledevelopment.un.org/content/documents/11803Official-List-of-Proposed-SDG-Indicators.pdf>; M. Jahanzeb Butt, 'The Role of the International Law in Shaping the Governance for Sustainable Development Goals', *Journal of Law and Political Sciences* 28 (2021).

related to the 'maritime' domain is Goal – 14 (Life Below Water); it has ten targets and indicators for sustainable development of the oceans as well as protection, preservation and restoration of marine and coastal ecosystems, including sustainable fisheries and equitable utilisation of oceans resources.<sup>73</sup> Goal – 14 is related to all the other 17 SDGs as it is impacted by or impacts them; taking Goal – 1 (No Poverty) and Goal – 2 (Zero Hunger) as examples, both are connected with international trade and its key component shipping as well as fisheries and ocean resources.<sup>74</sup>

On the other hand, the climate crisis (Climate Action is Goal – 13 of the SDGs) has brought deep interests of the global academia towards environmental action, and oceans are its main ingredient.<sup>75</sup> Oceans, covering 71% of the earth's surface, are critical ecosystems being impacted by climate change in acidification, sea-level rise, and coastal flood risk. Therefore, recently the IMO has attempted to regularise carbon emissions through its Sulphur 2020 and GHG Emissions Regulations.<sup>76</sup> IMO also acknowledges that the future of global shipping shall be sustainable, and interconnectivity is unavoidable.

Similarly, according to its mandate, the United Nations Division on the Ocean and Law of the Sea Affairs (UNDOALAS) has also recognised the sustainability of oceans.<sup>77</sup> As UNDOALAS is responsible for the sustainable exploitation of oceans and monitoring maritime dispute resolution, it has called the State-parties to UNCLOS

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<sup>73</sup> M. Jahanzeb Butt, Khadija Zulfiqar, and Yen-Chiang Chang, 'The Belt and Road Initiative and the Law of the Sea, Edited by Keyuan Zou', *The International Journal of Marine and Coastal Law* 1, no. aop (2021): 1–4, <https://doi.org/10.1163/15718085-BJA10051>; Islam and Shamsuddoha, 'Coastal and Marine Conservation Strategy for Bangladesh in the Context of Achieving Blue Growth and Sustainable Development Goals (SDGs)'.

<sup>74</sup> Roland Cormier and Michael Elliott, 'SMART Marine Goals, Targets and Management – Is SDG 14 Operational or Aspirational, Is "Life Below Water" Sinking or Swimming?', *Marine Pollution Bulletin* 123, no. 1 (15 October 2017): 14, <https://doi.org/10.1016/j.marpolbul.2017.07.060>.

<sup>75</sup> Chang et al., 'Legal Practices and Challenges in Addressing Climate Change and Its Impact on the Oceans—A Chinese Perspective'.

<sup>76</sup> G. Robbert Biesbroek et al., 'Europe Adapts to Climate Change: Comparing National Adaptation Strategies', *Global Environmental Change* 20, no. 3 (August 2010): 440–50, <https://doi.org/10.1016/j.gloenvcha.2010.03.005>.

<sup>77</sup> Akaso, 'Oceans Policy as a Sustainable Tool for the Regulation of the Marine Environment'.

to resolve the disputes for equitable utilisation of ocean resources amicably.<sup>78</sup> Furthermore, the United Nations Environment Programme, with 18 regional and sub-regional seas programmes, also recognises Goal – 14 and has urged State-parties to marine environmental conventions to control, mitigate and effectively regulate land-based marine pollution.<sup>79</sup>

The main purpose of mentioning the developments under the United Nations agenda is to attain Pakistan's academic circles' focus on Goal – 14 and its related contents under the 'maritime' domain. The literature development related to SDGs on the one hand and Goal – 14 on the other is quite scarce by Pakistan-based academia. Moreover, in understanding the 960 kilometres of coastal line, along with the coastal zone and differentiating it with the ports, Pakistan is part of the global marine ecosystem. Regarding fisheries, international trade and port development, Pakistan will be one of the key players in Eurasia in the 'maritime' domain. Therefore, Pakistan is pivotal in playing its part in oceans, shipping and fisheries sustainability and restoration of marine ecosystems.

## ARTIFICIAL INTELLIGENCE AND AUTONOMY IN MARITIME SYSTEMS

Another challenging aspect in the maritime domain is the use of artificial intelligence in shipping, autonomous maritime systems for oceanography, surveillance, marine biological research, defence, and attack.<sup>80</sup> These systems are multifariously referred to in the literature, such as autonomous maritime systems, ships, and vessels.<sup>81</sup> However,

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<sup>78</sup> Robert Beckman, 'International Law, UNCLOS and the South China Sea', in *Beyond Territorial Disputes in the South China Sea* (Edward Elgar Publishing, 2013), 47–90.

<sup>79</sup> U. N. Environment, 'Global Programme of Action for the Protection of the Marine Environment from Land-Based Activities', *UNEP - UN Environment Programme* (blog), 30 August 2017, <http://www.unep.org/resources/toolkits-manuals-and-guides/global-programme-action-protection-marine-environment-land>.

<sup>80</sup> Schmitt and Goddard, 'International Law and the Military Use of Unmanned Maritime Systems'; Kara Chadwick, 'Unmanned Maritime Systems Will Shape the Future of Naval Operations: Is International Law Ready?', in *Maritime Security and the Law of the Sea, Help or Hindrance*, ed. Malcolm D. Evans and Sofia Galani, 1st ed., vol. 1 (United Kingdom: Edward Elgar Publishing, 2020), 132–56.

<sup>81</sup> Yen-Chiang Chang, Chao Zhang, and Nannan Wang, 'The International Legal Status of the Unmanned Maritime Vehicles', *Marine Policy* 113 (2020): 1.

IMO's analogy is quite persistent following its mandate, which is limited to the sea's surface.<sup>82</sup> Thus, IMO calls Maritime Autonomous Surface Ships, which could be employed by the crew or could be fully autonomous or partially autonomous with the crew on board.<sup>83</sup> On the other hand, the prominent organisation dealing with defence and security, the International Committee of Red Cross, refers to the weapons and surveillance systems as 'Unmanned Maritime Systems' and specifies them as 'Unmanned Surface Vehicles' and 'Unmanned Underwater Vehicles.'<sup>84</sup>

However, in Pakistan, any such policy to designate any autonomous system is still in vain. This is perhaps one reason for the relative paucity of literature development related to the subject matter in Pakistan. Moreover, there is quite a weak system of coordination among and between academia and defence and security establishments, which has caused additional sets of problems in relevant literature in the 'maritime' domain. This possibly is a subject of defence policy and requires serious attention to prevent further control of Pakistan's maritime autonomous systems and foreign ones.

### **China-Pakistan Economic Corridor and Future Development of the Policy and Literature**

Based on the above discussion, literature review, and theoretical and conceptual framework, the existing literature could be enriched, and the future development of literature in the 'maritime' domain by Pakistan-based academics and relevant authorities could be presented in a better format by using of correct terminologies. The most critical is the CPEC and the literature in its maritime domain because it will shape Pakistan's future policy.<sup>85</sup> As part of the BRI,

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<sup>82</sup> Michael Baldauf et al., 'E-Navigation, Digitalization and Unmanned Ships: Challenges for Future Maritime Education and Training' (12th International Technology, Education and Development Conference, Valencia, Spain, 2018), 9525–30, <https://doi.org/10.21125/inted.2018.2374>.

<sup>83</sup> Massimo Caccia et al., 'Basic Navigation, Guidance and Control of an Unmanned Surface Vehicle', *Autonomous Robots* 25, no. 4 (2008): 349–65.

<sup>84</sup> Peter Asaro, 'On Banning Autonomous Weapon Systems: Human Rights, Automation, and the Dehumanization of Lethal Decision-Making', *International Review of the Red Cross* 94, no. 886 (June 2012): 687–709, <https://doi.org/10.1017/S1816383112000768>.

<sup>85</sup> Baldauf Et Al., 'E-Navigation, Digitalization and Unmanned Ships'.

CPEC is most significant for China in terms of international trade and strategy in its own 'maritime' domain. Therefore, recent interests of China-based academics in BRI and CPEC are evident.<sup>86</sup> There are prospective discussions on marine environmental protection, maritime security, international trade, and collaboration between Chinese and Pakistani authorities in the different 'maritime' domains.<sup>87</sup>

Flawed application of the term 'maritime' in CPEC Discussion has resulted in misunderstandings in public conversation.<sup>88</sup> While examining media accounts, official declarations, and scholarly works, the research highlighted the specific cases where the term 'maritime' has been erroneously employed in relation to the CPEC. Therefore, an analysis of political rhetoric and its impact on the incorrect usage of the term "maritime" through this paper has provided a right context for its usage in the context of CPEC.<sup>89</sup>

The preceding discussion explored the improper utilisation of the term 'maritime' in the discourse pertaining to the CPEC. More precisely, the article examined two crucial elements: a) Inaccuracies in public discussions, including media coverage, public comments, and scholarly publications, and b) Political language, analysing how political discussions lead to the incorrect use of the term in relation to the CPEC.<sup>90</sup>

CPEC has garnered significant interest in Pakistan, but the application of the term 'maritime' to describe this primarily land-based initiative has frequently been incorrect. The research examined headlines, articles, and expert opinions to identify trends and patterns contributing to these fallacies.<sup>91</sup> This section intends to analyse the

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<sup>86</sup> Chang, Zhang, and Wang, 'The International Legal Status of the Unmanned Maritime Vehicles'.

<sup>87</sup> See for example, Yen-Chiang Chang and Mehran Idris Khan, 'China–Pakistan Economic Corridor and Maritime Security Collaboration: A Growing Bilateral Interests', *Maritime Business Review* 4, no. 2 (1 January 2019): 217–35, <https://doi.org/10.1108/MABR-01-2019-0004>.

<sup>88</sup> Gekara, 'Understanding Attrition in UK Maritime Education and Training'.

<sup>89</sup> Safdar, 'The China-Pakistan Economic Corridor – Its Maritime Dimension and Pakistan Navy'.

<sup>90</sup> Chang and Khan, 'China–Pakistan Economic Corridor and Maritime Security Collaboration'.

<sup>91</sup> Panneerselvam, 'Maritime Component of China–Pakistan Economic Corridor (CPEC)'.

misuse of the term 'maritime' in the discourse around the CPEC by examining public statements made by officials, experts, and stakeholders. A comprehensive examination of scholarly literature, encompassing research papers and academic publications, is undertaken to detect any occasions where the term 'maritime' is inaccurately used in relation to the CPEC.

Examining the wider consequences of the improper application of the term 'maritime' in CPEC debates it highlights the inaccurate usage of the term 'maritime' in relation to the China-Pakistan Economic Corridor.<sup>92</sup> The research thoroughly investigated the elements that contribute to this misapplication by examining media reports, public remarks, scholarly works, and political rhetoric. Acknowledging the consequences of these misconceptions is essential to promote a more precise comprehension of the CPEC and guarantee well-informed public discussions and policy formulation.<sup>93</sup>

Conversely, in Pakistan, due to the relative paucity of literature development and the slow process of access to information, the academic circles are still uncertain regarding the diversity of CPEC and BRI.<sup>94</sup> However, the OBOR was converted to BRI long ago due to the strategic vision of the terminology. Such modification by Chinese authorities also represents the significance of using accurate terminology in the international arena, more precisely in the United Nations and other international organisations.<sup>95</sup>

The port of Gwadar's framework is already questionable, and its future development requires a significant shift to match it with Goal – 14<sup>96</sup> as well as with artificially intelligent systems. Moreover, the shipping policy, marine environmental protection law, and maritime defence and security programmes require sheer attention and revision

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<sup>92</sup> Panneerselvam.

<sup>93</sup> Reynolds, 'The Regulation of International Shipping : Systematic Issues Facing States in the Administration of Maritime Affairs and the Eradication of Substandard Shipping'.

<sup>94</sup> See for example, Prof Dr Muhammad Iqbal Chawla, 'One Belt One Road Summit 2017 and Its Implications for CPEC: An Overview\*', *South Asian Studies* 32, no. 2 (24 September 2020), <http://111.68.103.26/journals/index.php/IJSAS/article/view/3109>.

<sup>95</sup> Padmaja, 'Modi's Maritime Diplomacy'.

<sup>96</sup> Butt, Chang, and Zufiqar, 'A Comparative Analysis of the Environmental Policies in China and Pakistan'.



under the CPEC regime and Pakistan's shift in international relations. In this, the role of academia becomes quite relevant and significant, and there must be positive coordination among the relevant stakeholders with academia in the development of future CPEC maritime policy.

## Conclusion

Pakistan possesses the capacity to transform into a marine nation through the establishment of new ports and the facilitation of communication within and between various regions. The academic community in Pakistan has the potential to significantly contribute to the advancement of literature in the field of maritime studies. Acquiring expertise in the 'maritime' field necessitates extensive research conducted by both established and newly founded research centers, think tanks, and academic institutions. While the field of 'maritime' studies is relatively new in Pakistani academia, its presence in literature dates back to the inception of Pakistan. Furthermore, the available global literature, policies, and programs in the field of 'maritime' can assist academia in Pakistan in developing literature that aligns with the correct direction.

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