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COUNTRY PRESENTATION

**VISIONS, CHALLENGES AND
OPPORTUNITIES ON COASTAL
AND MARINE RISK MITIGATION**

SCHEME OF PRESENTATION

- Introduction
- Maritime Regions of Pakistan
- Pakistan's Maritime Potential and Marine Resources
- Challenges
- Steps taken for Marine Risk Mitigation
- Conclusion

INTRODUCTION

- The development and well being of human race is very closely interlinked with the seas, which take up about 70% of the earth's surface area.
- Whereas we have no control over the natural processes which drive the weather and other global phenomenon, nations have fully exploited what the seas offer as a medium of transportation and the rich resources that they hide within their bowels.

Pakistan is also fortunate to have sea frontage and have benefited from it but the extent of derived advantage is far less than what it can be. Although almost the entire bulk of our trade is through the sea, we have yet to tap its rich resources to our optimum advantage.

MARITIME REGIONS OF PAKISTAN

- The United Nations Convention on the Law of the Sea (UNCLOS) establishes a comprehensive framework for the regulation of all ocean space.
- Pakistan is among the 150 countries that have signed the UNCLOS.
- Under UNCLOS Pakistan has declared a baseline and has claimed different maritime zones which now fall under our national jurisdiction, as allowed by the convention. Different maritime zones of Pakistan will now be discussed briefly.

INTERNAL WATERS

Waters on the landward side of the baseline of the territorial sea form part of the internal waters and the state exercises full sovereignty over them. Pakistan's internal waters cover an area of 5190 Sq Km.

TERRITORIAL SEA

The breadth of Pakistan's territorial sea is 12 nautical miles which covers an area of 19500 Sq Km.

CONTIGUOUS ZONE

Pakistan's contiguous zone extends to 24 NM from the baseline.

Pakistan has jurisdiction to take measures to prevent and/or punish violations of customs, fiscal obligations, immigration or sanitation laws.

The contiguous zone covers an area of 39000 Sq Km

EXCLUSIVE ECONOMIC ZONES

- Pakistan has established its EEZ up to the maximum limit of 200 NM
- an area of approximately 240,000 sq km.
- A fifth province of Pakistan.

PAKISTAN MARITIME VISION

- Pakistan's maritime vision is explicitly explained in National Policy on Maritime Affairs issued in year 2002
- provides comprehensive guidelines for development of strategies for planning and management framework for securing long term beneficial uses of the sea and maritime sectors.

N M A C C

In order to co-ordinate the maritime affairs between various Ministries, a National Maritime Affairs Co-ordination Committee (NMACC) was created in 1986 under the Chairmanship of Secretary Defence with Federal Secretaries of other ministries as members.

PAKISTAN'S MARITIME POTENTIAL AND MARINE RESOURCES

Pakistan has Karachi Port Trust , Port Qasim and Gwadar Port

Karachi Port and Port Qasim can handle all types of bulk and liquid cargoes.

well connected with the hinterland through land and train links.

Gwadar Deep Sea Port has started operations recently and only link's with the hinterland through coastal highway.

TRADE

98% of Pakistan's trade is through the sea. The net import and export through the sea are

❖ Imports - 38,647 MT

❖ Exports - 11,247 MT

FISH HARBOURS

- Fish Harbours exist at Gwadar, Pasni, Karachi and Korangi Creek where an estimated (Three hundred and fifty thousand Metric Tons) 350,000 MT of fish is landed.

FISHING FLEET

- The number of mechanized boats is around 4,000 which comprise of about 1,700 trawlers and 2,300 gill-netters
- About 8,800 mechanized cum sail driven boats being operated by long shaft outboard motors
- Pakistan fishermen with traditional fishing crafts and gears are predominantly engaged in exploiting of resources in coastal waters

FISHING FLEET

Fishing fleet registered at provincial level is as follows

❖ Sind	-	16,400
❖ Balochistan	-	6,000

SEA ORIENTED INDUSTRIES

- **Ship-breaking industry is restricted to Gadani area, whereas a shipyard at Karachi**
- **Two operational ports at Karachi Complex with repair and maintenance facilities**
- **Fishing harbours are located all along the coast with little maintenance facilities**
- **Gwadar Port has started working under the operational control of Port of Singapore Authority (PSA)**

LIVING AND NON-LIVING RESOURCES

The EEZ of Pakistan support rich fish stocks and has potential for substantial mineral deposits and hydrocarbon resources. True potential of the resources in our EEZ have not been explored as yet.

LIVING RESOURCES

Pakistan's fisheries sector is relatively small and contributes only 1% to over all Gross Domestic Product. Presently marine fisheries contribute to about three quarters of the total fish catch of Pakistan. When compared to the total maritime zones of Pakistan, which is 30% of the land area, vast potential exists for further exploitation and development. The true magnitude of the fish resources within EEZ is unknown.

FISH CATCH

The commercially important fish are found in abundance within 50NM of our coastline. The estimated fish catch for the year 2006 was 350,000 MT.

Fishing is the main source of income for about 0.3 million population living on Makran coast and some parts of Indus Delta region.

HYDROCARBONS

Offshore area of Pakistan consists of two basins Indus Basin and Makran Basin, both of which have been developed as a result of sedimentary deposition associated with Himalayan uplift.

Exploration in the Indus Offshore dates back to 1961. The extent of hydrocarbon exploration in the offshore regions of Pakistan is woefully below the extent to which exploration has taken place on land.

ENERGY

Ocean energy is renewable and is therefore more very attractive in the current age of energy scarcity and high oil prices. In Pakistan, energy projects from sea surface, winds, waves, tides and thermal energy may be feasible. The most attractive of them is the conversion of power from tidal energy in the Indus Deltaic Creek region and wave energy on Baluchistan coast

SLOCs PROTECTION

The Indian Ocean is home to important SLOCs and maritime choke points. A large volume of international maritime cargo from the Persian Gulf, Africa and Europe transits through this ocean. Some of the primary items transported are energy products mainly oil and gas.

The seaborne trade continues to rise and with it the variety and intensity of threats, including piracy, maritime terrorism, drug trafficking, gun-running, human smuggling, pollution, accidents and inter-state conflicts, are expected to show a proportional rise.

PIRACY

Piracy has become the bane of the modern seafarer. The Malacca Straits, South China Sea and Indian Ocean are the areas that have been most affected by piracy. Recently, piracy related incidents seem to have spilled over from these two areas into the Bay of Bengal and Arabian Sea, off Somalian coast. Even though piracy manifests itself in different forms, their actors engaged in it for both political objectives and profits.

MARITIME TERRORISM

Maritime security has assumed a new dimension in the post 9-11 era. Threat from terrorists' "phantom fleet." exists. The real focus is to prevent international terrorists from using the sea as a medium for their movement or for terrorizing the maritime arena. Linked with this, the importance of container security to maritime terrorism has been realized. In this context the new CSI and PSI are a step toward overcoming this challenge but these are controversial as these overstep the sovereignty of states.

Maritime issues and concerns are trans-boundary in nature, and therefore need to be addressed regionally in holistic, integrated and comprehensive manner. As regards terrorism, it calls for strengthening national and regional capacities to counter terrorism, drug trafficking, trafficking in persons and other trans-national crimes

MARITIME POLLUTION AND OIL-RELATED ENVIRONMENTAL DISASTERS

Oil-related disasters at sea are the bane of not only environmentalists but mariners and security specialists as well. They create havoc with the ecology in the maritime environment and have the potential to affect maritime security. The environmental effects are of long-term or short-term duration, but their consequential effects in related maritime spheres can continue over a longer period.

After Tasman Spirit incident in 2003, PN started working for preparation of National Marine Disaster Contingency Plan (NMDCP) which was approved in Sep 2007. The plan covers Oil Spill Contingency plan, SAR and Salvage Plans. Preventing and countering the adverse effects of maritime disasters remain a challenge globally and require significant regional and international cooperation to mitigate their adverse effects

STEPS TAKEN FOR MARINE RISK MITIGATION

Legislative coverage in the form of Pakistan Environmental Protection Act, 1997 and Merchant Shipping Ordinance 2001 with provision of Environmental Tribunal Courts and penalties for those causing marine pollution.

STEPS TAKEN FOR MARINE RISK MITIGATION

Establishment of National Disaster Management Authority to handle issues of natural calamities & disasters and to provide post disaster relief on land including coastal areas.

STEPS TAKEN FOR MARINE RISK MITIGATION

Formulation of National Marine Disaster Contingency Plan which covers detailed instructions to combat pollution from oil spill, chemical and hazardous substances. It also contains National Contingency Plans for Salvage Operations and Search & Rescue Operations at Sea.

STEPS TAKEN FOR MARINE RISK MITIGATION

Establishment of Marine Pollution Control Board headed by Minister for Ports & Shipping to reduce and mitigate effects of pollutants on marine environment.

STEPS TAKEN FOR MARINE RISK MITIGATION

- Surveillance and policing role of Maritime Security Agency in EEZ of Pakistan.
- Establishment of Disaster Response Centre (DRC) at Headquarters Maritime Security Agency to receive marine pollution and disaster reports round the clock. DRC is to collate, analyse, disseminate and propose activation of relevant part of National Marine Disaster Contingency Plan

CONCLUSION

The economic development of a state is closely linked to its trade and energy supply. Since most of the trade of Indian Ocean littoral and South Asian States is sea borne, thus the challenges require a multilateral approach. While regional cooperation between coast guards must take centre stage in the emerging order. A joint rapid and coordinated response to piracy, environmental incidents, Search & Rescue, oil spill and salvage operations need to be contemplated as these crucial areas requires mutual cooperation and coordinated efforts

THANKS