Mahan Sea Power Theory and the Importance of Gwadar

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ABSTRACT

Alfred Thayer Mahan's Sea power theory explains the importance of the Indian Ocean in great power politics. In the 21st century, the US and China are struggling to dominate the Indian Ocean. Gwadar has its importance because of its geostrategic location and deep sea for the US and China. China has invested $46 billion in the China-Pakistan Economic Corridor (CPEC), and Pakistan believes that this project will be a game-changer. The US has had an interest in Gwadar port since the Russian war in Afghanistan, and recently, the US has also shown its interest in Gwadar. In the era of the new Cold War, Gwadar became the focus of great power competition. A qualitative approach has been used, relying on primary and secondary sources. Mahan sea power theory approach is used to get appropriate results. In short, in the 21st century, Gwadar is important for developed and developing countries.

INTRODUCTION

"If navies, as all agree, exist for the protection of commerce, it inevitably follows that in war they must aim at depriving their enemy of that great resource." —A. T. Mahan.[1]

Alfred Thayer Mahan's theory explains the geopolitical significance of the Indian Ocean: "Whoever controls the Indian Ocean controls Asia, and whoever controls Asia controls the heart region, and whoever controls the heart region controls the World Island".[2] In 21st-century politics, sea power and sea routes remain important. Pakistan is situated on the Indian Ocean, which connects the non-coastal republics of Central Asia. Gwadar, a coastal city in Balochistan, Pakistan, was previously part of Oman for over 150 years, from 1784 to 1958. Recognizing its strategic importance, Pakistan reacquired Gwadar by purchasing it from Oman for £3 million. This city has garnered attention from Pakistani policymakers as 35% of the world's oil is transported near it.[3]

Gwadar will be a gamechanger for Pakistan's economy, benefiting all regions through the import and export of goods. It will connect Pakistan to the Arabian Sea and the Central Asian countries. The significance of Gwadar lies in its deep seaport with a depth of 18 meters, allowing for the handling of enormous tonnage ships. The port is situated in the city of Gwadar, adjacent to the Arabian Sea. It is approximately 460 km from Karachi, 72 km from the Iranian port of Chabahar, 320 km from Ras Al Hadd, Oman, and 400 km from Hormuz. The port covers 1.52 million square meters, and its waterfront is 600 km long.[4] The British recognized Gwadar's strategic importance when they occupied the subcontinent.

[1]Mahan, A. T. (1897). *The interest of America in sea power, present and future*. Sampson Low, Marston, and Company.
[2] Mahan, A. T. (1905). Sea power in its relations to the War of 1812 (Vol. 1). Little, Brown.
[3]Ahmed, M. V. (2021). The geopolitical significance of the port of Gwadar: Challenges and future visions. Review of International Geographical Education Online, 11(7).
[4] Hasan, M. Y. (2012). Strategic importance of Gwadar Port. Journal of Political Studies, 19(2), 57–69.

According to Robert D. Kaplan, "Gwadar is the geographical key to unlocking the Indian Ocean's destiny." Gwadar is important not only to the US and China, but also to many developing nations that have shown interest in CPEC projects. Gwadar provides shorter routes for imports and exports. In addition, for the US, it will increase its influence in the Indian Ocean. Kaplan says, "Who controls Gwadar, controls the future trade routes." Meanwhile, in terms of geoeconomic importance, Gwadar is increasing in importance for great power competition.[5]

LITERATURE REVIEW

In British strategic calculations, having a foothold on the mainland was crucial in case India became unfriendly. Surveys also indicated the presence of oil in the area, and the British realized that Gwadar was important in the future. The British Foreign Office was also uncertain about independent India joining the Commonwealth and felt that it was in their interest to keep the area under Muscat, with whom they had exclusive agreements."[6]

During the Cold War, Gwadar and Balochistan had strategic importance in the rivalry between the US and the former Soviet Union. Balochistan was considered an access point to the Arabian Sea by both the Soviets and Americans, and its location allowed control over the vital Strait of Hormuz. The Soviets opposed the US containment policy and supported separatist movements in Balochistan to expand their influence. At the same time, the United States and India also showed support for Balochistan, and China aimed to create the BRI initiative in the region.[7]

In the 21st century, the US and China are both seeking to control the sea routes of the world to gain influence. The US aims to increase its influence in areas such as the Arabian Sea, the Malacca Strait, the South China Sea, the Indian Ocean, and other regions. The Gwadar port holds influence in the region of the US. Recently, the US ambassador, Donald Blome, visited Gwadar and announced infrastructure projects for the port. This move by the US is significant given China's multibillion-dollar investments in Gwadar. It underscores the importance of Gwadar to major powers for the transport of goods and military influence in the region.

The location of the port of Gwadar has its importance because of two main regions: oil-rich and natural gas reserves Central Asia nations and the emerging consumer market of South Asia. The port provides a strategic location for Pakistan against its opponents through its ability to monitor sea lanes for communication during times of war and peace. This port is of interest to regional and external actors. Central Asia hopes to export its wealth through Gwadar, while the United States seeks to establish its presence in the region.[8]

Robert D. Kaplan, in its book "Monsoon: The Indian Ocean and the Future of American Power," says that Gwadar is the heart of the Indian Ocean. In addition, its location is near of Strait of Hormuz, which is the route of 40% world oil. Furthermore, Gwadar is very important for China; it gives China an alternative route to bypass the Strait of Malacca. Kaplan is the writer who visited Gwadar himself. In the new era of geopolitics, Gwadar is important for many nations in the world.[9]

Geopolitical Importance of CPEC

The China-Pakistan Economic Corridor is a trade agreement between Pakistan and China that was signed in 2013. In the first phase, China has spent more than $60 billion on four different sectors: Gwadar port, energy, infrastructure, and industrial development. "The project started between China and Pakistan is actually part of

[5] Kaplan, Robert D. *Monsoon: The Indian Ocean and the Future of American Power.* New York: Random House, 2010.
[6] Hasan, M. Y. (2012). Strategic importance of Gwadar Port. *Journal of Political Studies*, *19*(2), 57–69.
[7] Ahmed, M. V. (2021). The geopolitical significance of the port of Gwadar: Challenges and future visions. Review of International Geographical Education Online, 11(7).
[8] Ahmed, M. V. (2021). The geopolitical significance of the port of Gwadar: Challenges and future visions. Review of International Geographical Education Online, 11(7).
[9] Kaplan, Robert D. *Monsoon: The Indian Ocean and the Future of American Power.* New York: Random House, 2010.

the Chinese One Belt One Road (OBOR) or BRI that aims to restore and widen the old Silk Road." [10]CPEC is a significant project due to its strategic location, as it will connect South, West, Central, and East Asia, making Pakistan a pivotal hub for these regional countries. Currently, China's trade depends on its ports, which are located at a considerable distance from Western, Asian, and African countries, resulting in high transportation costs. However, CPEC aims to reduce this distance and cost, benefiting China's import and export activities. [11]

Additionally, the Gwadar port in Pakistan has the potential to provide landlocked countries like Afghanistan, Tajikistan, Uzbekistan, and Kyrgyzstan with easier access to the sea. The port's location is advantageous, being only about 400 kilometers from the Strait of Hormuz and 72 kilometers from the Iranian border.[12] China has made substantial investments in CPEC, primarily focusing on infrastructure and energy development. Additionally, the long-term plan for CPEC includes cooperation in various sectors such as agriculture, energy, and the development of Gwadar as a modern port city. The project also aims to establish industrial parks and improve IT connectivity through optical fiber.[13]

According to Mir Sher Bazz Khetran, a research fellow at the Islamabad Institute of Strategic Studies, whose main area of research is CPEC and Balochistan, Gwadar Port is the entry point to provide connectivity for trade for international business. However, the free zone, with 986,000 square meters, can be used for manufacturing, transporting, and maritime trade. Moreover, it has geostrategic importance for major countries.

The competition between states to increase their economic power and thereby enhance their political influence has been constant throughout history. From the mercantilism of Europe in the 15th century to the economic warfare of the World Wars, states have weaponized their economic means to achieve their strategic ends. CPEC has faced challenges such as project cancellations, delays, and renegotiations due to substantial loan repayments, as well as opposition from India.[14]

Much of the discussion surrounding CPEC focuses on China's geopolitical interests, reflecting the BRI's attempt to reshape the international order and reduce Asian dependence on Western-led rules and institutions in favor of Chinese influence.[15] The United States views China's global challenge as a threat to the American value-based world order. CPEC is part of China's effort to promote its soft power and establish a model of win-win cooperation in international development. [16] CPEC is intended to address China's strategic vulnerabilities, particularly in the Strait of Malacca, and to maintain a non-military presence at commercial ports to geopolitically balance powerful rivals, such as India.[17] In addition to addressing regional concerns, CPEC investments are also addressing internal security issues in Pakistan, including terrorism and religious fundamentalism.[18]

CPEC will connect China's Kashgar with Gwadar port through railway lines and roads. This will be the longest road project, expected to be completed in 2030, and will improve China's trade with other regional countries. Currently, over 60 percent of Chinese oil is transported from the Middle East through the long route of the

[10] Marino, F. (2020). Baluchistan: Bruised, battered and bloodied. Bloomsbury.
[11] Garlick, J. (2018). Deconstructing the China–Pakistan Economic Corridor: Pipe dreams versus geopolitical realities. Journal of Contemporary China, 27(112), 519–533.
[12] Lu, S. (2014). China-Pakistan Economic Corridor: A flagship and exemplary project of "One Belt and One Road." Strategic Studies, 34/35, 165–173.
[13] Government of Pakistan, Pakistan Economic Survey 2016–17, http://www.finance.gov.pk/survey/chapters_17/Pakistan_ES_2016_17_pdf.pdf, (accessed on 3 March 2018).
[14] Csurgai, *supra* note 9 at 39–40.
[15] Hussain, M. (2017). China Pakistan Economic Corridor (CPEC): Challenges and the way forward [master's thesis, Naval Postgraduate School]. Dudley Knox Library.
[16] McLaughlin, M. (2024). The geoeconomics of Belt and Road disputes: A case study on the China-Pakistan Economic Corridor. Asian Journal of International Law, 14(1), 94–122.
[17] HE, *supra* note 60.
[18] On 17 June 2004, President Hu Jintao described separatism, terrorism, and religious fundamentalism as the 'three evils'; Elizabeth Van Wie DAVIS, "Uyghur Muslim Separatism in Xinjiang, China" (2008) 35(1) Asian Affairs: An American Review (2008) at 18.

Malacca Strait, which takes 45 days to reach China. However, if the oil comes through Gwadar Port, it will only take 10 days to reach China. Gwadar Port will serve as a strategic alternative route for China to transport its products at a lower cost. This will make it easier for China to import goods from Central Asian and African countries. For a country like Pakistan, which is facing economic and political challenges, CPEC will be a game-changer for its stability because China is investing over $46 billion in the first phase of the agreement. This investment can improve the energy, infrastructure, and industrial development sectors of Pakistan. If the CPEC corridor becomes successful, many countries will join the project for import and export with Pakistan, bringing investment into the country.

Importance of Gwadar for the US

During the Cold War, Balochistan was a focus for the US due to its strategic location and rich mineral resources. The region's abundance of natural resources attracted the US, as well as its neighbors, Iran and Afghanistan, making it a convenient spot for keeping an eye on China, Russia, and the CARs. The US was also concerned about China's access to the Indian Ocean through Gwadar and wanted to maintain its influence in the region to contain China.[19]

In an interview with Dr. Saif Baloch, he argues that Gwadar has geopolitical importance for the US to check out Iran in that region and to contain China in Gwadar and in the Indo-Pacific, and for maritime issues, and to deploy its submarine in that region. Gwadar has geostrategic importance for the US. Dr. Inayat Ullah Baloch, a prominent writer and Baloch nationalist, noted that not only Pakistan and Iran but also major powers like the US and Britain have interests in Balochistan.[20] He described the sad and tragic story of Balochistan being occupied by powerful neighbors with assistance from British and American imperialism.[21]

During the Cold War, Iran, Pakistan, and the US formed an alliance called CENTO to contain the expansion of the Soviet Union in the region. Baloch nationalists criticized Pakistan and Iran, alleging that the aid and weapons provided by the US were used against Baloch insurgents. They pointed to the deployment of sophisticated US-made weapons by the Shah's regime against Baloch insurgents in Pakistan from 1973 to 1977 as a striking example. [22]

The United States has traditionally not had a direct interest in Balochistan. However, with the announcement of the BRI and the significant investment it entails, the US has shown interest in the Indian Ocean, particularly in the Asian region. This includes the ports of Gwadar and Chabahar. Recently, US Ambassador Donald Blome visited Gwadar and announced a development and trade program for the region. Additionally, to contain China's influence, the US recognizes the strategic importance of Chabahar and Gwadar ports.

The US embassy and consultants in Pakistan released a statement on the Gwadar visit, expressing intentions to strengthen development, trade, and commercial ties in the region and build on the strong US-Pakistan bilateral relationship.[23] The United States has a history of successful collaboration with Balochistan. For example, the US aided 661,000 individuals in Balochistan following devastating floods last year, offering both food and much-needed cash aid.[24]

[19] Ahmad, J., Ahmad, I., & Shehzad, S. (2014). Regional & international interest in oil & gas pipelines to Gwadar. Dialogue, 2(2).
[20] Baloch, I. U. (2000, August 17–20). Resistance and national liberation in Balochi poetry [Paper presentation]. Balochi Symposium, University of Uppsala, Uppsala, Sweden.
[21] Singh, M. G. (2016, November 27). Chinese Navy warships at Gwadar Port in Pakistan cause alarm for the USA. Blasting News.
[22] Rahman, R. (2015). The rise and fall of Baloch nationalism. Criterion Quarterly, 10(3).
[23] U.S. Embassy & Consulates in Pakistan, READOUT OF U.S. AMBASSADOR DONALD BLOME'S VISIT TO GWADAR https://pk.usembassy.gov/readout-of-u-s-ambassador-donald-blomes-visit-togwadar/#:~:text=The%20visit%20explored%20opportunities%20to,strong%20history%20of%20successful%20collaboration.
[24] Ibid.

Analysts have likened the situation between the US and China to a Cold War, echoing past geopolitical conflicts between the US and the Soviet Union. They believe that Balochistan is becoming a focal point for international powers, with the US seeking a presence in Gwadar and other coastal areas for access to Afghanistan and Iran. The analysts suggest that Pakistan may be opening its doors to the US in Balochistan in exchange for financial relief and to reduce its reliance on China.[25]

Importance of Balochistan and Gwadar for China

In the past, we discussed the significance of Gwadar, highlighting its potential as a pivotal access point for China's import and export activities. The development of Gwadar will provide China with a strategic advantage, offering a shorter route for trade and military monitoring in the region.[26] It's worth noting that the Gwadar port was offered to China for development using the Dubai model during Musharraf's administration. A Chinese diplomat pointed to the transformation of Shenzhen from a fishing village to a modern city, drawing parallels to Gwadar's potential. However, Gwadar faces significant challenges, such as its distance from major cities compared to Shenzhen's proximity to Hong Kong.[27]

The Gwadar port is envisioned to serve as a link for Chinese trade with regional markets, connecting Asia, the Middle East, Europe, and Africa. Additionally, the port's warm water allows for year-round operation and facilitates communication and transportation. The inauguration of the $248 million deep-water port in Gwadar further underscored its potential as a strategic hub for trade and development.[28] However, compared to Dubai, which is 500 nautical miles from Gwadar, Gwadar is located on top of a shipping lane through which nearly 60 percent of the world's oil passes. The port can handle traffic from parts of Bangladesh, Sri Lanka, East Africa, Central Asian countries, and the Middle East.[29]

China and Pakistan are building an oil pipeline in Gwadar to reach western China. This will provide China with easy access to its oil imports from the Middle East, bypassing the current maritime trade route through the Strait of Malacca. CPEC can reduce commercial traffic from the Middle East to China by 85%.[30]

In the "new great game," China has successfully negotiated with Iran on the Chabahar port, increasing China's trade potential. China has invested in Gwadar port's development and energy sectors and has made different deals with Pakistan. Both Gwadar and Chabahar ports have geostrategic importance and are located on the energy-trade route where 70% of the world's ships pass. Furthermore, both ports, located in Iranian Balochistan and Pakistani Balochistan, are mineral-rich in terms of resources.[31] These ports also have strategic importance for surveillance activities in the Arabian Gulf and the Indian Ocean. The Indian Ocean has become a theater for geopolitical competition due to its abundant natural resources. The Arabian Gulf is likely to witness another 'Great Game' due to suspicions between India and China. The importance of naval power is likely to increase not only to defend maritime boundaries but also to undertake active commerce in a competitive environment. [32]

The Indian Ocean plays an important role in China's economic nationalism. China aims to establish good relationships with Indian Ocean countries, especially with India and Pakistan. However, many other countries are involved in the Indian Ocean, and China has a good trade partnership with those countries. The United

[25] India Narrative, US-China tug of war enters Gwadar with ambassador's visit to strategic Indian Ocean port https://www.indianarrative.com/world-news/us-china-tug-of-war-enters-gwadar-with-ambassadors-visit-to-strategic-indian-ocean-port-152500.html
[26] Devasher, T. (2019). The Pakistan-China gambit. HarperCollins.
[27] Shaheed Shah. 'Big Chinese-Pakistani Project Tries to Overcome Jihadists, Droughts and Doubts', *The Wall Street Journal*, 10 April 2016.
[28] Haider, S. F.-E. (2008). *Importance of Gwadar port for China*. Retrieved December 6, 2018, from www.pakistaneconomist.com
[29] Salim, M., & Sultana, S. (2019). Gwadar and its importance for Pakistan and China. Balochistan Review, 301–313.
[30] Gholizadeh, A., Madani, S., & Saneinia, S. (2020). A geoeconomics and geopolitical review of Gwadar Port on Belt and Road Initiative. Maritime Business Review, 5(4), 335–349.
[31] Ibid.
[32] Khetran, M. S. B. (2018). Gwadar and Chabahar: Competition or cooperation? *Strategic Studies*, *38*(2), 43–55.

States has increased its relationship with India to contain China in the Indian Ocean, and the poor governance in Pakistan's internal affairs is also affecting China and Pakistan's projects.[33]

The CPEC falls within President Xi's grand strategy and is seen as a crucial link between the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road," which collectively form the OBOR. Beijing believes that close economic ties with neighboring countries are important for stability in the region and economic progress.[34] China knows that the stability in Pakistan's serves China's own interests. Chinese know its presence at Gwadar would be important because of war in Balochistan that China can ensure the security of its energy-related shipments along existing routes.[35] CPEC will not only solve China's economic issues related to transportation and energy but also give China a strategic hold to increase its influence in other regions of Asia.[36]

Research Question

What are the economic and security importance of Gwadar for China and the US?

Theoretical Framework

Mahan's Sea Power Theory, Principles and approaches:

Alfred Mahan was an American naval officer, known for his work in geopolitical strategies and influential theories in maritime power. The major work that attracts modern maritime politics and strategies are how sea-power states make their strong grip on geopolitics. He urges that maritime powers fundamental roles to determine the economic and military strength in international politics. According to Mahan Sea Power theory that possesses strong naval capabilities, can control strategic maritime routes and through its naval power keep it dominance in international straits and commercial networking. [37] His theory became popular and influenced the statecraft and strategies of international powers, i.e., the United States, Germany, Britain, and Japan. The central arguments of Mahan's theory were that naval strength, commercial prosperity, and strategic geographical advantages lead to regional and global sea powers.[38] In his point of view, it is Maritimes trades and routes which generates national wealth, meanwhile, naval forces protect the commercial interest, secure the international routes and gateways from the regional powers. [39]

However, Mahan's discussion of maritime dominance is based on coordinated national strategy, which includes naval investment, overseas bases, economic development, and maritime expansion. He defines several fundamental conditions that require the strengthening of a nation's power in maritime politics. The following principles are geographical position, which determines the location and access to oceans, international trade routes, and geo-strategic maritime regions.[40] Secondly, physical configuration determines the country's coastlines, ports, infrastructure, and commercial and naval activities. Thirdly, it focuses on the extent of territory, with the concepts of geographical size, resources, and coastal extent. Fourthly, Mahan's fundamental approaches define the value of population. It determines the skilled population and human resources for naval capabilities, maritime industrial zones, shipbuilding, and commercial purposes. Moreover,

[33] Jamali, H. (2013). The anxiety of development: Megaprojects and the politics of place in Gwadar, Pakistan (Crossroads Asia Working Paper Series No. 10). Competence Network Crossroads Asia.
[34] Kaplan, R. D. (2009). Centre stage for the twenty-first century: Power plays in the Indian Ocean. Foreign Affairs, 88(2), 16–32.
[35] Saleem, A. H. (2017). CPEC and Balochistan: Prospects of socio-political stability. Strategic Studies, 37(4), 118–132.
[36] Devasher, T. (2019). The Pakistan China gambit. HarperCollins.
[37] Alfred Thayer Mahan, The Influence of Sea Power upon History, 1660–1783 (Boston: Little, Brown and Company, 1890), 1–15.
[38] Mahan, The Influence of Sea Power upon History, 138–140, 166–168.
[39] Mahan, The Influence of Sea Power upon History, 25–28, 88–89.
[40] Alfred Thayer Mahan, The Influence of Sea Power upon History, 1660–1783 (Boston: Little, Brown and Company, 1890), 29–35.

the fifth one determines the responsibilities and the character of government leadership, policies, commitments and strategies.[41]

Research Methodology

This research will be conducted using a qualitative approach, relying on primary and secondary sources. The primary sources include speeches, official records, interviews, and government documents. The study has also relied on secondary sources that include books, research articles, newspapers, and magazines that contain the most relevant information for the research. Five qualitative, unstructured in-depth interviews with open-ended questions have been included to gather the most relevant information and fill the research gap. A deductive analysis research design method is used to evaluate the geopolitical importance of Gwadar Port through the theoretical lens of Mahan's Theory of Sea Power.

Research Findings

Mahan's Sea Power theory contributes to naval power in 20th-century power politics. Meanwhile, the modern world critically analyzes it from different aspects. In the 21st century, Mahan's Naval power theory is not enough to control power. It needs technological assistance, Artificial intelligence technologies, economic and defense systems, Cyber warfare capability, submarine power, land and air control capacity, logistical connectivity, and economic networking. However, the broad perspective of Gwadar port connectivity and interest of international powers in the region enhances the hegemonic capacity of state, which not only controls the Gwadar port but all the surroundings.

Pakistan has already engaged with China and is now dealing with the interest of the US to extend its wings in Pasni via the Gwadar Port Initiative program **(The Financial Times, Oct 2025).** However, the war on Iran by the US has highlighted a significant threat to the Gulf states; the blockade of the Strait of Hormuz by Iran has affected Gulf countries. In addition, the Gulf states could build gas and oil storage facilities near Gwadar port and could use the port of Gwadar for transportation when the Strait of Hormuz is closed in the future.

Gwadar has geopolitical importance for the US to check out Iran in that region and to contain China in Gwadar and in the Indo-Pacific, for maritime issues, and to deploy its submarine in that region. Gwadar has geostrategic importance for the US. Indeed, besides the submarines, the nation who built economic networking with Littoral states and landlock countries will gain strategic influence on the regional politics. It will also give an opportunity to observe the regional morphing circumstances as a watchdog soon.

China has an opportunity to build an oil storage system and pipeline connectivity to reduce the Hormuz tensions for its economic growth. However, it will bring industrial zones, AI economic and defense technological companies, and firms to operate from the region via Gwadar city. The artificial islands have become more defensive in terms of controlling maritime security. For instance, it will enhance the capacity to control the air aviation system, movement of drones, and aircraft carriers to control the air defense system. The US has greater opportunities to counter Iran's threats, cybersecurity dynamics and logistic surveillances.

Pakistan's opportunity is enhanced by the international corporate companies engaged in the country. The multinational corporations will extend their wings in the region to become a business hub. Gwadar can contribute to Pakistan's sea power by supporting maritime commerce, improving access to regional trade routes, and expanding its strategic presence in the Arabian Sea. However, a port alone cannot create sea power; it must be supported by economic development, naval capabilities, commercial shipping, infrastructure, and regional stability.

According to Mahan's Geographical dilemma, the nation that controls the important seashores, straits, and Strategic routes will control the veins of regional trade and economy. Meanwhile, the physical concept of warm and deep-sea water port, coastlines, and Harbors changes the modern concept of power dynamics with

[41] Mahan, The Influence of Sea Power upon History, 43–46.

the phenomenon of controlling the ports, which has more capacity for holding the shipyards and with deepest carrying capacity. Moreover, as it is discussed that extend of territory, particularly, the length of the coastline and Maritime frontier enhances the economic and defense liabilities of state those who control the Gwadar. Likewise, the controlling of maritime frontier is to control the hundreds of nautical miles for all physical and psychological intentions.

Moving forward, the bilateral contract on Gwadar Port allows the local population and the international community to engage in socio-cultural bonding and open a space for track three and four diplomacy between the following binding nations. In third-track diplomacy, people can interact with each other in terms of business, economics, and trade matters, and exchange ideas, cultures, and family bonding. The population. People of both binding nations start working in Maritime Industries, naval services, and continue the exchange of people for social contract intentions, which enhances strong bonding. It also prevents people from learning each other's languages, which creates an opportunity for the People of Gwadar to travel and secure their future with a mutual memorandum of understanding.

From an ecological perspective, the national character of a cooperative nation is trust-building with the people of Gwadar, within areas of commercial and maritime interest. The long-standing concern of local people is being deprived of basic needs, water scarcity, electricity, gas availability, and livelihood facilities. The partner country, who invest in this area also focuses on these basic needs of local population and bring sustainable development, accountability and proper mechanism with win-win formula. It also focuses on the grievances of the local population by introducing laws and terms on fishing criteria. The local people complain that the multinational fishing companies are involved in commercial fishing, which is affecting the fishing cycle and ecological cycle. Due to large-scale industrial fishing by multinational companies and baron business communities, the local fish population is being negatively affected. Small scale fisherman is demanding stricter laws and regulation to control industrial fishing, protect marine resource and safeguard their livelihoods. The implementation of such regulations by the government and multilateral alliances ensures sustainable fishing practices and protects the economic interest and ecological disturbances. Meanwhile, track five diplomacy- in which via research training and conflict- resolution activities by institution- automatically implement in this process.

Strategic Actors and their Interest in the Development of Gwadar Port

Pakistan	**Seeks to expand maritime trade, protect coastal waters, diversify port infrastructure, improve energy security, and strengthen regional connectivity.**
China	Uses CPEC to develop trade and infrastructure links with Pakistan and improve access to international markets. Gwadar may support China's broader Indian Ocean interests, although its actual strategic value depends on commercial utilization and future policy decisions.
India	Seeks to protect its maritime trade and energy routes, maintain influence in the Indian Ocean, and develop alternative regional connectivity through Iran’s Chabahar Port.
United States	Has interests in freedom of navigation, the security of international shipping, energy-market stability, and the regional balance of power. Gwadar is relevant to US strategic analysis partly because of China's role in CPEC, but it should not be assumed that the United States has a specific policy to oppose every Gwadar project.
Gulf states: Saudi Arabia, UAE and Qatar	Depend on maritime routes for energy exports and imports. They have interests in secure shipping, investment opportunities, port logistics, and diversified economic partnerships with Pakistan and other Asian markets.

Oman	Its location near the Strait of Hormuz and the Gulf of Oman gives it a direct interest in safe maritime navigation, port competition, shipping services, and regional trade connectivity.
Iran	Seeks to protect its maritime interests, maintain access to energy-export routes, and develop port infrastructure. Iran's Chabahar Port also serves trade and connectivity objectives distinct from Gwadar.

CONCLUSION

In the era of 21st century, sea power has its importance for the economic and security of the great powers. In the 19th century, naval strategist Alfred Mahan highlighted the importance of the sea for great power competition. Gwadar Port is important to the US and China. In addition, China has invested a lot of money in the Gwadar Port. However, for the US, Gwadar Port is important to contain China in Gwadar and in the Indo-Pacific region. Pakistan will improve its economic and security issues through the Gwadar Port, which will change the fate of the country. Instead of the US and China, many regional powers have shown interest in Gwadar. In the new great game Gwadar will be game charger for Pakistan.

REFFERENCE

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