



## A Review Article on an Appraisal of Maritime Laws as a Mechanism of Community Governance for Sustainable Development Goals

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ARTICLE INFO	ABSTRACT
<p><b>Article History:</b>            Received: November 01, 2022            Revised: December 26, 2022            Accepted: December 27, 2022            Available Online: February 06, 2023</p> <p><b>Keywords:</b>            Blue Economy            UNCLOS            Maritime Security            International Law            International Human Rights            Communal Rehabilitation            Social Stability</p> <p><b>Funding:</b>            This research received no specific grant from any funding agency in the public, commercial, or not-for-profit sectors.</p>	<p>As a result of the world's reliance on the blue economy, approximately 80 to 90% of commerce is marine; we cannot lament the Maritime's interlinking associations with joint stability, social governance, and sustainable development, even in the least environment. There are robust links between maritime laws and community governance. These relationships are concerned with both socioeconomic and sociopolitical stability. Despite regular legislation to protect marine interests, challenges still need to be solved, which can only be accomplished via collaborative governance subject to maritime security. It is well-known that the blue economy, closely related to marine safety, is a source for assuring economic strength. This research aims to conduct a descriptive evaluation using a qualitative technique to highlight the concerns and challenges of naval legislation involving social control. This review will explicitly discuss the possible measures to overcome and eradicate the existing flaws by making suggestions to ensure communal management for desired outcomes regarding sustainable development goals, as well as strapping and long-term improvement of the socioeconomic and sociopolitical affairs between the states. This research will also discuss potential measurements and methods for determining desirable results for present requirements and future demands for altering Pakistani society to achieve long-term development objectives.</p> <p>© 2023 The Authors, Published by IRASD. This is an Open Access article distributed under the terms of the Creative Commons Attribution Non-Commercial License</p>

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### 1. Introduction

This research aims to close loopholes in maritime law to facilitate social rehabilitation. There are proven connections between maritime law and societal steadiness (Ch & Gupta, 2022). These studies separate the investigation of the problem into discrete steps, which are listed below, to approach the subject diplomatically.

- Introductory Phase.
- This introductory section will discuss the background, justification, significance, goals, and effects of the currently applicable marine legislation on social rehabilitation.
- What will highlight possible and preferred outcomes relevant to achieving the goals at this stage?
- A thorough literature analysis of the investigation will be provided as part of this process. Since the research in question is an "Evaluation Article" of sorts, it will include a multi-faceted literature review of the topic at hand rather than conducting its own. An all-inclusive composition functions as a review.
- The last sentences of this section will focus on the interlocutory connections and repercussions of changed or improved laws in the marine sector, arguing for how social governance, social rehabilitation, and protection in the next period may be made feasible.
- Phase showing the adopted Methodology.

- This research section is crucial since it will discuss the study's methodology and functional paradigms. A robust tool has been integrated, and the appropriate paradigm has been carefully chosen.
- Phase discussing Historical background.
- Since studying history is essential to rehabilitating a society, this stage would consist of a holistic view of the research from a historical viewpoint.
- The Limitations Analysis shows that social rehabilitation and long-term development objectives face significant challenges.
- In this part, we will discuss the difficulties encountered throughout the study, potential answers to the interlinking issue, and the elimination of the situational problems.
- Using the below-referenced articles as sources., the general discussion phase would analyze the scenarios, investigate the downsides, and include essential natural concerns that have linear ties with social governance.
- This study would use professional methods, considering international norms and all aspects according to the accepted methodology and included paradigm, to look into the conditions and their negative consequences on social rehabilitation. This section's last phase will discuss potential risks and how to address them to achieve the desired results.
- Social Governance Discussion Phase
- In this section, we'll talk about colonial government in broad strokes.
- After an introduction to social governance, this research section will focus on the eight fundamental elements connected with social management.
- In this stage, we will combine associational analysis of social governance and maritime laws as a binding connection.
- Phase of Associated Complications This phase will investigate the associated complications, specifically how they harm society and act as a barrier to the more efficient completion of social tasks. This section will analyze the extracted information for corrective steps for potential outcomes by identifying the required jobs related to sustainable development objectives.
- To sum up and provide closing comments.
- The last section will provide a complete summary of the evaluation and our recommendations for enhancing the mechanism's efficiency.
- The phenomenological and mechanistic analyses will be presented here. Simply and clearly. As this phase of the review comes to a close, it will extend an invitation to other researchers to carry out the study for social welfare and maritime security as being deeply interrelated with social governance and rehabilitation, which will undoubtedly prove fruitful for determining sustainable development goals.
- There will be a period of references.
- References from the evaluated studies and related studies from previous researchers are used to draw a more informed conclusion.

Coastal nations use the ocean's many advantages, although it covers over three-quarters of the Earth's surface (Song, Wu, Geraci, & Zhong, 2022). The central part of the earth, i.e., about 73% portion, occupied by the oceans, is being utilized by the coastal states for different benefits. To avoid complications becoming an international dispute later, international agencies framed the international regulations, and all the members, signatories, and other coastal states were bound to comply (Schiedek, Sundelin, Readman, & Macdonald, 2007). This legislative process was initiated in 1958 when United Nations introduced UNCLOS-I, and the final law introduced in 1982 titled UNCLOS-III. Besides defining the maritime boundaries, the purpose of these international conventions was to uphold the supremacy of law to ensure international peace and security, besides upgraded promotion of safe commerce to accomplish the tasks of the blue economy (Sarwar, Ali, Bhatti, & ur Rehman, 2021). Understanding the sense regarding proper comprehension of any activity that could impact the security, safety, economics, or environment is what the International Marine Organization refers to as maritime domain awareness (Wilson, 1907; Xue et al., 2021).

The blue economy is terminology that is a source for the financial rehabilitation of the coastal states for maritime trade by averting any complex situation as the UNCLOS defines the territorial jurisdictions Butt, Zulfiqar, Chang, and Iqtaish (2022) by determining the jurisdictional zones of the seas under international legislation through the above convention (Moore, 1980; Schinas & Stefanakos, 2014). The conventional management method is based on state sovereignty over national territorial seas, where authorities carry out their duties within the

predetermined region (Bateman, 2016). Piracy, overfishing, and pollution are a few recent examples of emerging transboundary concerns transforming the high seas from an open domain regulated by the rule of freedom into a shared realm requiring new governance approaches to manage its complex global issues (Xue et al., 2021). This study explores the application of sustainable development methodology to governance issues in the socio-technical maritime awareness arena (Luo & Chi, 2022). The findings imply that what should utilize sustainable development methods to assist the creation and use of cooperative governance models, as opposed to the more conventional state-centric and sector-based approaches, which are better suited for establishing global marine domain awareness (Roe, 2013). A modeling schematic for a prospective governance structure led by the International Maritime Organization is included (Moore, 1980).

Hence, the fundamental purpose of the UNCLOS was to define the maritime boundaries for the coastal states to safeguard any disruption by any form of the operation of the articles of the abovementioned United Nations convention (Colangelo, 2020; Cordner, 2015). Disputes concerning maritime boundaries are still there, and fruitful disposals are unfortunately delayed for some reasons. Coastal states are using different alternate dispute resolution methods in this regard but in vain. European Commission defines the "Blue Economy" as "All economic activities related to oceans, seas, and coasts. It covers a wide range of interlinked established and emerging sectors (Roe, 2013).

"Doctrine of Floating Islands is taken under consideration for the exploration of this study, the role of international bodies for the protection of global interest as the prime goal can be associated. Doctrine is the "Philosophy of International Law, "A theory, now discredited, that public vessels of any State were to be assimilated with the territory of that State while on the high seas" (Gopal & Alverdian, 2021; Klein, 2021).

As far as the determination of maritime boundaries for coastal states is concerned, the measurement is always taken from the state's baseline that includes territorial water, flows from stateside to the sea, and the length of the territorial sea is up to 12 nautical miles (Robertson Jr, 2008; Sarwar et al., 2021). In contrast, the contagious zone is up to 24 nautical miles, and the exclusive economic zone (EEZ) is up to 200 nautical miles from the baseline of a coastal state. Nevertheless, the UNCLOS is silent upon ambiguity regarding the coral reefs and coral bleaching, which cause to disrupt the baseline and puts maritime security at stake. This abnormal change in the development of coral reefs is due to erratic and irregular temperatures due to climate change (Lirola-Delgado, 2019). So climate change is directly connected with the causes of disruption of maritime boundaries upon the creation of coral reefs due to abnormal instability changes in the temperature. This single factor is not only affecting the marine boundaries issue, but the aspect is causing disturbing and involves the blue economy and international human rights of international personalities and individuals (Voyer et al., 2018). Article 6 of the UNCLOS-III does not advocate the re-dressal of the issue to resolve the maritime boundary dispute arising from the development of coral reefs or coral bleaching (Song et al., 2022). It disrupts the marine boundaries and, ultimately causing to puts the security of marine commerce/blue economy at stake (Roe, 2013; Skogh, 1998). Upon analysis, the tabulation is a depiction of pending claims related to terrestrial jurisdiction, showing the protection of oceans at stake.

- Territorial Water Claims by States In 1960 (UNCLOS-I)
- Breadth Claims (Nautical Miles) (Chircop, 2017).

**Table 1: Territorial Water Claims by States in 1960 (UNCLOS-I)**

<b>Breadth Claims (Nautical Miles)</b>	<b>Number of States</b>
<b>3</b>	26
<b>4</b>	3
<b>5</b>	1
<b>6</b>	16
<b>9</b>	1
<b>10</b>	2
<b>12</b>	34
<b>Above 12</b>	9
<b>Unspecified</b>	11

Captioned statistics regarding pending territorial water claims of the states show up to how extent to the security of the maritime sector is at stake and how its effects are on the blue economy. A safe and secure water path is a boosting element for the blue economy, but a risky

gateway will influence the blue economy. Circumstances are evidence that the issue requires time, and its immediate resolution will provide opportunities for a speedy and enhanced blue economy which will upgrade the economic status of the states with enhanced merchant opportunities even in the least environment. (Commander Ranendra Singh Sawan, 2020) Separate research will describe how what can safeguard the climate from maritime issues and the blue economy (Bijma, Pörtner, Yesson, & Rogers, 2013). Resolving the problem will significantly support the ascertainment of sustainable development goals in numerous directions. Eventually, it will place the society of Pakistan in the list of top-ranking developed states with an advanced representation. (Casarini, 2016).

The need for this study arises owing to ensuring peace and security for the promulgation of the safest blue economy and maritime security by rectifying flaws related to the implication of existing legislation. Alternatively, making additional legislation under the United Nations Conventions on Laws of Seas "UNCLOS-I, UNCLOS-II, & UNCLOS-III" with a reformed mechanism for U.N. member states besides a critical overview of the existing legislation and the role of the maritime agencies and naval authorities to achieve the assignment regarding rehabilitation of society and to uphold the supremacy of human rights and restoration of labor market outcomes (Bijma et al., 2013; Maruna, 2011; Schiedek et al., 2007). This study will discuss the essential missing factors for the security of the coastal states. Although the existing agencies are doing their level best to ascertain the desired tasks, some internal and external factors are causing to affect their performance for the desired outcomes. (Thank et al., 2003) The present condition could be better and maritime laws have flaws in implication, due to which peace and security of the marine sector are at stake (Schiedek et al., 2007). It is pertinent to mention here that maritime trade is also affected due to the pendency of states' claims regarding territorial water before the United Nations (Skogh, 1998). Immediate rectification of flaws is a core time requirement to ensure prosperity and to uphold the supremacy of the rule of law to reinstate international human rights with a peaceful and secure society (Bijma et al., 2013). It would provide ground for effectively accomplishing sustainable development goals in 2030. Hence, all these factors led to this research, contributing to the ongoing and vibrant discussion about combating this situation (Maruna, 2011).

Considering the current state of affairs and the nature of the relationships between the parties involved, it is clear that there is room for improvement in this area and that the revised legislation would have a profoundly positive and fruitful effect on society, paving the way for a magical revolution. Additionally, the security of maritime and rapid resolution of the borders would have to defend international relations up to peak level, which would be productive for the progressive achievement of the state missions by guaranteeing immediate social rehabilitation. Because of these elements, a state's vitality for pursuing long-term development objectives would be boosted, along with its optimistic outlook.

## **2. Research Methodology**

Although the proposed study may suggest a descriptive focus on the relevant provisions (legislations) governing the maritime bodies / U.N. member states, it is merely one of the analyses and suggestions that will mainly be conducted using qualitative research. The qualitative method of research is more suitable for conducting legal research. A qualitative approach is a powerful tool for enhancing the understanding of a legal researcher regarding discussion problems and getting more in-depth information that may be difficult to obtain and convey quantitatively. The study is in the socio-legal context to focus on the existing provisions in addition to the legal framework of Maritime Laws and United Nations Conventions on Laws of Seas ("UNCLOS-I, UNCLOS-II, & UNCLOS-III") for the time being in force for the accomplishment of the State errand. This study will also examine the informal rescue mechanism existing in some countries in this regard. To collect material, the authors will use primary and secondary sources of data. Data sources will include judicial decisions, Case Laws, citations of the Apex Courts, and practical amplifications of United Nations, U.N. Conventions, Textbooks, Statutes, articles from journals and Law reviews, working papers, and online material besides other relevant publications for situational analysis.

## **3. Historical Background**

Every new generation must look to the lessons of the past to avoid repeating past mistakes and stumbling into the same problems that plagued previous generations. (*RUL-23,*

n.d.) Studying history helps us avoid making the same errors again, both at home and abroad (Ch & Gupta, 2022). Oceans rule the surface of the earth as they occupy a significant portion of the land. Besides several coastal states, the world map shows numerous islands, which are also "international persons." Over time, frequent human struggles to regulate this significant part of the land, i.e., oceans, remained in question (Chircop, 2017; Lochner, 2007; Schiedek et al., 2007). When trade is discussed, a large portion of transportation is executed through marine and is governed by merchant authorities (Song et al., 2022). Maritime trade is not a new phenomenon but is associated with human evolution from ancient times and is aged equal to the human age. (Cordner, 2015). Issues and challenges related to the maritime sector are also familiar but are running with the development of man. The passage of time has though reformed the social structure, and ways of living have become modernized (Colangelo, 2020). However, the challenges of the modern era are also of unique nature and need solutions for the savage of upcoming generations and the preservation of natural resources. An abnormal decrease in natural resources compared to the help of ancient ages is alarming for forthcoming generations, and survival would be more difficult (Luo & Chi, 2022). It would not be inaccurate to state that man is traveling toward the ways of destruction. If precautionary measures are not adopted (Ch & Gupta, 2022; Luo & Chi, 2022) the travel will be hazardous (Bateman, 2016).

Nevertheless, it is also a reality that men of every era did not remain silent but remained vigilant for the better survival of upcoming generations besides the social rehabilitation for his present survival. The human struggle to establish a peaceful society has been in progress from the day of its evolution on the earth's surface. However, crime and sin have existed since the beginning of humankind on earth. It would not be inaccurate to state that the history of man and crimes has almost equal ages (Schinas & Stefanakos, 2014). However, symbols of destruction for nations as its outcomes are seen after a long time. Social evils always generate numerous other crimes in society. One of the prerequisites for establishing an ideal community for the smooth functioning of a state system is to ensure the eradication of social evils/corrupt practices from that society (Saeed & Javaid, 2020; Schinas & Stefanakos, 2014). It provides solid and genuine grounds for the progressive accomplishment of the state errands. That could achieve the assignments regarding building an ideal nation more effectively by ensuring peace and security for social rehabilitation (Saeed & Javaid, 2020).

Nevertheless, in this modern era, fully equipped with contemporary scientific technologies, all the developing and developed countries are in front of the curses, causing a lack of peace and security (Čampara, Hasanspahić, & Vujičić, 2018). The cram strives to investigate the contemporary portrait of Pakistani civilization concerning the presence of enacted laws and agencies. The need for more legislation in this regard that whether the existing legal structure is sufficient for the eradication of social evils from Pakistani society to uphold peace and security for communal rehabilitation or whether more legislation is required for the effective accomplishment of the assignment in a real sense to ensure the better prosperity of Pakistan by establishing a balanced community (Padilla & Hudson, 2019). This work will also explore a positive addition to the reformed mechanism in the existing Maritime Laws and conventions (Skogh, 1998). It will provide a guideline containing full provisions of Laws for playing the role and its effects on inter-connected states being the chief requirement of the time for the survival of the society of Pakistan and the prosperity of the upcoming generations. In due circumstances, when the community is depicted as barren land, this study containing the most straightforward methods with fewer efforts may be proved as rain which may be more helpful for converting exhausted into fertile forever (Wilson, 1907). This research will also examine the performance and practical measures of existing maritime agencies and whether the provisions are sufficient for the fluent accomplishment of the required objectives or whether more legislation is necessary to handle the issues and challenges of maritime laws (Saeed & Javaid, 2020; Schinas & Stefanakos, 2014).

#### **4. Limitations on the concern of Maritime Law and Social Governance for social rehabilitation**

The digital era has equipped modern technologies to make human life more luxurious compared to ancient times, but what could not avert adverse effects until now? Despite frequent legislation on an international level with interference from the United Nations and by considering the maritime a branch of international law, (Butt et al., 2022) and subsequent ratification of United Nations conventions by its member states and other related coastal and remaining non-member states and adoption by member states at domestic level, the flaws are still there

(Sarwar et al., 2021). These are implicative flaws at large. Besides implicative spots, the legislation also has some drawbacks, putting maritime peace and security at stake. It is also causing the blue economy at risk (Padilla & Hudson, 2019). Besides this, what cannot regret "an association of maritime laws with climate change." A significant portion of carbon emission is from the marine sector, and Paris Agreement 2015 and MARPOL's Annex VI proved insufficient to control and eradicate the issues of carbon emission, EEDI, SEEMP, and MBMs (Bateman, 2016; Čampara et al., 2018; Corder, 2015; Schinas & Stefanakos, 2014). It is due to implicative flaws. Hence, to adjust the implicative spots, determining Maritime boundaries is compulsory for safe and secure transportation and trade. Issues related to coral reefs and continental shelf, problems of territorial water, immediate disposal of claims of the states, and resolving the problems and challenges of coastal states and the coastal population is the compulsory requirement of the era to rehabilitate the society in actual letter and spirit and to ensure the peace and security of maritime sector (Voyer et al., 2018). It will also adjust the issue of climate change, a global problem of this modern era (Colangelo, 2020). Redressal of these grievances will rectify the limitations and would decidedly be fruitful to ascertain the assignment of communal rehabilitation on an international level for better outcomes to guarantee sustainable development goals (Čampara et al., 2018).

## **5. General Discussion**

Existing flaws, either implicative or otherwise, have adverse effects on society. Adverse effects have an equal impact over all states, coastal states, or otherwise linked with the blue economy. These states also have influences from maritime and other associated factors like climate change, marine pollution, carbon effects Etc (Schinas & Stefanakos, 2014) Maritime Laws are to regulate the peace and security of marine, but the outcomes cover multiple sides of the international communities. Besides environmental effects, these laws regulate the affair related to the socio-economic and socio-political issues of the states (Hasan, Jian, Alam, & Chowdhury, 2019). Hence, to ensure the ascertainment of sustainable development goals, the role of maritime laws must be addressed and respected. Practical implications would be helpful to rectify the numerous social complications, peace, and security (Ch & Gupta, 2022; Song et al., 2022).

Clear implications of Maritime laws have multi-dimensional outcomes that may rehabilitate society by adjusting international and domestic gaps, promulgating the rule of law, and up-grading socio-economic and socio-political affairs of the states. A profound source and vigilant behavior towards this is a core need of this modern scientific era to preserve natural resources and utilize renewable resources in the right direction (Čampara et al., 2018). Negligence towards this sector will indulge in unsatisfactory performance from the socio-economic and socio-political affairs of the states dependent on the economic affairs of coastal and other states on the blue economy, either directly or otherwise, is definite (Voyer et al., 2018). If the maritime sector is left blank, the terrorization for upcoming generations will become more dangerous, and the recovery will be more challenging than the present steps. Exceptional concentration would reform the communities. A situational abnormality may cause vulnerability in society. Whether the club is from a developed or developing country, the blue economy's expulsion will cause communities' vulnerability. This sector provides multi-dimensional outcomes that, besides safeguarding climate and maritime security, the blue economy will sweetly upgrade communal behavior (Voyer et al., 2018).

## **6. Social Governance**

Breakage of a sequence deregulates matters everywhere, and the same is in this case. Good governance in society is associated with several sub-factors. (Roe, 2013) Almost eight essential factors are considered mandatory for the observance of good rules. Whereas societal rehabilitating is directly related to good management (Sarwar et al., 2021). Hence we can conclude that good governance will provide a tangible way for communal rehabilitation and finally leads toward the ascertainment of sustainable development goals (Sarwar et al., 2021). (Sarwar et al., 2021). The basic concept of the term 'governance' is in use in many different sub-disciplines of the social sciences. Although there are differences in how it is defined and applied, common elements are the emphasis on rules and qualities of systems, cooperation to enhance legitimacy and effectiveness, and the attention to new processes and public-private arrangements. The apparent success of the concept is that it reflects the societal need for new initiatives based upon the realization of growing societal interdependencies (Sarwar et al.,

2021). Its eight elements are essential for establishing and observing good societal governance. These essential eight elements are listed below;

- The rule of law
- Transparency
- Responsiveness
- Consensus oriented
- Equity and inclusiveness
- Effectiveness and efficacy
- Accountability
- Participation

Good governance, though, takes time for its effective establishment. Still, once established, it has the power to rehabilitate society, and such rehabilitated community can quickly achieve the tasks by performing the progressive accomplishment of sustainable development errands. Paths of development concern ecological and economic considerations (Song et al., 2022) which is the base interest of all stakeholders. The robust construction of these central pillars establishes a strong society (Germond & Germond-Duret, 2016; Sarwar et al., 2021) Upon considering the maritime as a mechanism for good governance, it is pertinent to declare that reformation in the marine sector will reform society by eliminating various penalties of social evils (Chaudhry et al., 2021; Xue et al., 2021) Establishing maritime peace and security will boost the blue economy by accurately determining coastal and water boundaries, and a strong economy will eliminate poverty. Elimination of poverty will eliminate/reduce hunger in society, and wiping out hunger from the community will upgrade the individual status by enhancing per capita income. People leading their lives below the poverty line will become prosperous and be safeguarded automatically from indulging in numerous social evils. A nation will become a nation in the true sense (Xue et al., 2021)

The strong implication of revised maritime legislation will also reform the climate and improve the energy efficiency design index (EEDI) by regulating the SEEMP (supply, energy, management plan). It is not an exaggeration to say that the above implication would reduce carbon emissions under the Paris Agreement's implementation in 2015 (Chaudhry et al., 2021). The mechanism will be, in this way, helpful for societal rehabilitation. Efforts to control carbon emissions and reduce GHG emissions from ships can be regarded as a mechanism for climate change (Schinas & Stefanakos, 2014). It will also safeguard marine life and land life (Čampara et al., 2018).

## **7. Associated Complications**

When international legislation is discussed, important conventions on laws of seas are mentioned:

### **7.1 United Nations Convention on Laws of Seas (UNCLOS-I), 1958**

The excellent tone was settled by this convention, which commenced in Geneva, Switzerland, having a timeline of 1956-58, related to the Laws of the seas by playing the role of maritime peace and security (Bijma et al., 2013; Čampara et al., 2018). However, the cause of failure was the issue of the breadth of territorial waters. The flaw was severe. This convention, however, resulted below listed four treaties.

- "Convention on the high seas (30-09-1962)"
- "Convention on the continental shelf (10-06-1964)"
- "Convention on the territorial sea and contiguous zone (10-09-1964)"
- "Convention on fishing and conservation of living resources of the high seas (20-03-1966)"
- "United Nations Convention on Laws of Seas (UNCLOS-II), 1960"
- "United Nations Convention on Laws of Seas (UNCLOS-III), 1982"

This convention's background was the issue of varying claims of territorial waters raised by Dr. Arvid Pardo of Malta in the United Nations in 1967. Dr. Arvid Pardo is the personality known as the father of the Laws of Seas. The timeline of this convention was 1973-1982, and the location was New York-USA and inserted on 16-11-1994. The convention is significant because

it resulted in extracting the below-listed features. The features also meet the Millennium Development Goals (MGDs) and Sustainable Development Goals (SDGs) to some extent.

- "Setting limits"
- "Navigation"
- "Archipelagic status"
- "Territorial regimes"
- "Exclusive economic zones (EEZs) "
- "Continental shelf jurisdiction"
- "Deep seabed mining"
- "The exploitation regime"
- "Protection of the maritime environment"
- "Scientific research"
- "Settlement of disputes"
- "Paris Agreements, 2015"
- "MAPOL's Annex VI"
- "United Nations Conference on International Multimodal Transport"

The importance of maritime in human survival always remained prominent in different aspects from ancient times as life is also associated with water. After passing through turbulent phases, the reformation to manage maritime affairs remained in progress by executing frequent legislation on an international level, yet complications still existed in the system. The associated complications are causing to put maritime affairs at stake. "Maritime affairs at stake" depicts that the whole governance of the world's states, especially coastal states, is in danger. We can regard the oceans as royal rulers of the land (Cordner, 2015). Coastal states are considered the leading victim states by the ocean management team or maritime authorities of national and international capacity. Oceans are being regulated under specific national and international laws. Most federal laws are extracted from international sources, as maritime is a branch of international law, and national laws do not contradict international conventions and legislations (Sarwar et al., 2021). However, there are persuading complications that are putting the peace and security of the marine at stake. These complications have lasting effects on the socio-political and socio-economic conditions of the coastal as well as other states of the world. Rectifications of limitations will be helpful to eradicate the complications (Xue et al., 2021). Abolishing complications promulgate societal governance, which can be regarded as good governance in the true sense (Voyer et al., 2018).

## **8. Conclusion**

It is evident from the above description that the role of the Maritime Sector in the development of societies is essential, and we cannot regret it at any cost. Vigilant behavior of maritime authorities on an international level is also acknowledgeable as profound working for the development of this sector remained the prime priority of marine agencies and naval officers to the global states. Still, the legislative gaps, including implicative flaws, caused hurdles to ascertaining the desired outcomes (Cordner, 2015). Development is undoubtedly directly associated with the maritime sector, but societies are also influenced due to gaps in marine legislation. The creation of coral reefs is causing to generate boundary issues. Besides others, problems of EEZ, territorial water disputes, issues of peace and security of the maritime sector, and MBMs are prominent factors that need early attention. The dependency of world trade on maritime, i.e., the blue economy, is directly associated with social governance and rehabilitation. However, the cause of climate change is also linked to the issue. Heavy emission of carbon is influencing the climate of the world. Destruction of natural resources is a more alarming phenomenon for the present and future generations. This travel is directing humankind towards destruction, yet progressive legislation with reformed mechanisms and strict implications may help to overcome the issues (Bushway & Reuter, 2008; Voyer et al., 2018). What can be observed as elements of Social Governance by complying with the above-narrated lines.

This development of the maritime will not be the development of only the naval sector, but its effects will extend to an atmosphere of states communities domestically and internationally (Bernhardt & Leslie, 2013; Schiedek et al., 2007). They would be a solid helping hand to ascertain social errands by participating in the progressive accomplishment of communal chores. They would ultimately be beneficial for establishing sustainable development goals. Delayed decisions of the United Nations regarding the disposal of pending state claims also put



Maritime's peace and security at stake (Carlen, 2013). Who can decide on clear water, and what can ensure naval security after the final determination of the jurisdictions of the coastal states? It will uphold international human rights with a powerful ambiance by maintaining the supremacy of the rule of law. Other eight compulsory factors for good governance and social rehabilitation could be seen in an upgraded format. Systematic research on the captioned issue is not only the core need of the time but will also benefit social restoration (Lochner, 2007). It would leave lasting effects on humanity by promulgating international peace and security with a prosperous atmosphere and high poverty, which will categorically exterminate copious linking societal tribulations (Bushway & Reuter, 2008; Ch & Gupta, 2022). This closing line of this review article is an invitation to the Researchers and Scholars of this modern era to establish fruitful suggestions as a result of research in this sector to open new doors for communal reformation as a mechanism for Development in Discovery to surmount Limitations.

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