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The Threats to Coastal and Marine Tourism of Pakistan

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Coastal tourism is considered to be an economic promoter in several periphery countries around the globe. However, Pakistan suffers through sea blindness. Now after China Pakistan Economic Corridor (CPEC), coastal tourism has been glamourized for socio-economic development of the country. Coastal tourism is a complex activity that involves many sectors, priorities and interests. Thus, sustainability of coastal tourism asks for a concise framework. This study has attempted to identify the potential threats in development of coastal tourism in the country. Data for this study is collected from relevant coastal tourism organisations. The data collected is analyzed through Socio-economic, traditional, technological, environmental and political factors, found interrelated. The threats are then put across within major areas like: stakeholders' collaboration, bio diversity, management planning and political circumstances in coastal tourism. Study recommends macro management initiatives for sustainable coastal tourism. The suggestions can connect coastal tourism with the blue economy, society and environment.

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Introduction

Coastal tourism is considered to be an economic promoter in several periphery countries around the globe. However, Pakistan suffers through sea blindness. Now after China Pakistan Economic Corridor (CPEC), coastal tourism has been glamourized for socio-economic development of the country. Coastal tourism is a complex activity that involves many sectors, priorities and interests. Thus, sustainability of coastal tourism asks for a concise framework. This study has attempted to identify the potential threats in development of coastal tourism in the country. Data for this study is collected from relevant coastal tourism organisations. The data collected is analyzed through Socio-economic, traditional, technological, environmental and political factors, found interrelated. The threats are then put across within major areas like: stakeholders' collaboration, bio diversity, management planning and political circumstances in coastal tourism. Study recommends macro

management initiatives for sustainable coastal tourism. The suggestions can connect coastal tourism with the blue economy, society and environment.

Coastal Tourism in Pakistan – Capacity and Resources

The coastline of Pakistan is 1046 km long along the Makran coast. Pakistan stands 74th in 142 global coastal countries in the longest coastline. Pakistan has an outreaching Exclusive Economic Zone (EEZ) and extended Continental Shelf. Besides the beaches of the coast Pakistan has some very serene and archeologically attractive sites. The country has three major Islands along the coast Manora, Churna and Astola providing a tourist attraction. Sindh coastal region is located in the south eastern part of the country between the Indus border along the Sir Creek on the east, and the Hub River along the Baluchistan coast on the west. This coastal region is about 350 km long and can be divided into the Indus Delta/ Creek and Karachi coast. Only developed coastal city and hub of trade of Pakistan is the city of lights ‘Karachi’ with a coastline of 90 km. City is the home of 20.3 million people and comprises of all existing ethnicities of Pakistan. Therefore, also referred as mini-Pakistan. East of Karachi is the Districts of Thatta and Badin covering Indus Delta Region (IDR) and home of mangroves and disputed border of Sir Creek with India. Pakistan is also gifted with 160,000 hectares of mangrove forests making it 6th largest country for the area of the mangrove forests. IDR supports 97% of Pakistan’s total mangrove cover, as well as being a habitat for migrating birds, marine turtle nesting sites and the freshwater Indus River dolphin. It has great potential to seize carbon. West to the Karachi is the 700 km long coast line of Baluchistan linked through the two-way coastal highway of Pakistan. Balochistan province coastline, extends from the Gwadar Bay in the west to the mouth of the Hub River in the east. The area is arid, with cliffs, rocky headlands and sandy beaches. The small Hingol, Basol, Shadi Khor and Dasht rivers activate and drain the region during the rainy season. In comparison to Sindh, the Balochistan coast supports just 3% of the total mangrove cover in Pakistan, which is found at Miani Hor, Kalamat Hor and Jiwani. Nation alongwith Baloch community have all its hopes in the developing city of Gwadar. The deserted/barren coast of Balochistan is full of unutilized potential and resources waiting for exploration and utilization. Pakistan is ranked 83rd out of 117 countries behind India (54) and Sri Lanka (78). The travel tourism in general and CMT in particular depends on under mentioned five main attributes of society/ destination:

1. Enabling Environment.
2. Policy and Enabling Conditions.
3. Infrastructure.
4. Demand Drivers.
5. Sustainability.

Enabling Environment

The environment for travelling is a major feature that forms the prospects of coastal tourism of any country. It assures how the tourist is protected during the travel. Additionally, it assures the peace and pleasure tourism opportunities at the destination. Amount of freedom provided in tourist destination culture is very important in this regard. The freedom that is required in tourist

destination is business freedom. Therefore, the foremost attraction for tourist remains that destination is free from any sort of War and conflict. Further the crime rate must be to a value that is worth taking a risk for tourist. Remedially, healthcare gets the instinctive importance. A majority of top 25 safest countries lies in Europe. Pakistan ranks 144th in the 161 countries in Global Peace Index. Karachi and Gwadar coastal are in top 20 tourist destination of Pakistan (3rd and 18th respectively). The other important contributor is health and hygiene of the city. In this regard, two facts are important to highlight. One, Pakistan has average life expectancy of 66 years, however, the 3rd most polluted country in the world and the coastal city of Karachi among 5 most polluted cities in the world. Pollution concerns are very challenging for the citizens. Throwing garbage at random places is the cultural norm of the country. Use of plastic bags is very common culture of the coastal cities. The industrial waste and air pollution significant contributor to the careless attitude of public towards pollution. Similar culture is a major contributor to the marine pollution of the coast. Makran coast with pollution free water possesses tremendous potential for coastal tourism. Sandy beaches, scenic sites and natural wonders like mud volcanoes, sculptures etc. can attract the tourists. This research has followed all the guidelines of the writing style outlined in the previous related research (Anser et al., 2020; Gulzar, Ahmad, Hassan, & Rasheed, 2022; Hong, Rasheed, Sigala, & Ahmad, 2024; Kanwal, Rasheed, Pitafi, Pitafi, & Ren, 2020; Khalid, Weng, Luqman, Rasheed, & Hina, 2021b; Luqman, Masood, Weng, Ali, & Rasheed, 2020; Masood, Feng, Rasheed, Ali, & Gong, 2021; Moin, Omar, Ali, Rasheed, & Abdelmotaleb, 2024; Murtza & Rasheed, 2023; Naeem, Weng, Hameed, & Rasheed, 2020; Rasheed, Saleem, Altaf, Leong, & Okumus, 2024).

Karachi has one of the best available healthcare facilities in Pakistan Covid-19 pandemic hit country severely to the country and Largest city of Pakistan. However, overall and Karachi in particular negotiated in the best possible manner with the pandemic due to the available healthcare facilities. Population is sparsely spread over the coastline. Socio economic i.e basic health services, education and other social facilities conditions along the Makran coast are much worse than of Sindh coast. Over 80% population along the coast is involved in fishing related activities for their income. Furthermore, the supporting factors of quality human resource involved in tourist business and Information and communication technological (ICT) access are the supporting environment for pleasure tourism. Complete coast of Pakistan is linked with Makran Coastal Highway (MCH) and at least one cellular service is available all along the coast.

Policy and Enabling Condition

The word policy is related to government priorities in enhancement of coastal tourism. It may become a part of enabling environment depending upon consistent commitment of government towards CMT sector. Government can channel funds to essentially develop funds for projects and coordinate the investor and resources necessary to develop the sector. It includes measures of spending through public private partnership, country branding and the punctuality of providing tourism data to international organizations. Contrarily, restrictive policies such as cumbersome visa requirements diminish tourists' willingness to visit a country. Pakistan affirmed its commitment to the 2030 Agenda for the Sustainable Development Goals (SDGs) as its own national development agenda through a unanimous National Assembly Resolution in 2016.

Country has made considerable progress by mainstreaming these goals in national policies, strategies and developing an institutional framework for SDG “Increase scientific knowledge, research, and technology for ocean health” through Tourism, Research, training institution, projects and higher education institutions. Localized provincial SDG Frameworks are being formulated.

Enabling condition include openness of society to visitors and price competitiveness. The factor favours Pakistan most to attract tourist attention as it is the world cheapest country. CMT sector requires a certain degree of openness and travel facilitation. Availability of air connections to the country and regional trade agreements in force indicate the extent to provide world class tourism services. Although the openness of Pakistan is not measured through surveys however, it may be close to regional and Gulf countries. Financial openness i.e free flow of capital is important for trans-border trade and investment in CMT services.

Infrastructure

The infrastructure is mainly contributed to transport, ports and residence for tourism. In transport, air and marine transport infrastructure along with connectivity is essential for tourist easy access to and from countries, as well as travelling within many countries. In this pillar we measure international and domestic marine route capacity and quality, using indicators such as available sea kilometres, the number of operating airlines/ shipping lines and the efficiency of transport services. Other than MCH, 650 km apart Gwadar and Karchi International airports provide the only domestic and international air travelling routes for tourists.

Ground and Port Infrastructure indicates the availability of efficient and accessible ground and port transportation to important business centres and coastal tourist attractions. Sufficiently extensive sea, road and rail networks are vital to enable a tourism economy. It also accounts for the efficiency and access of public transport services such as Metro systems and taxis as these are regularly used by visitors and tourism sector employees, especially in urban locations.

Service Infrastructure shows the competitive provision of key tourism services such as accommodation and car rentals. The availability of sufficient accommodation, resorts and leisure facilities may give a significant advantage to a country. Although, the beaches of Kund Malir, Ormara, Pasni and Jiwani provides the resorts but the standard hotels are available only in major cities of Karachi and Gwadar.

Demand Drivers

Attraction for the CMT is dependent on Natural Resources and culture. Natural resource comprises of the landscape, leisure diving points, natural parks, beaches and richness of fauna. Countries with natural assets may be better positioned to attract tourists. United Nations Educational, Cultural and Scientific Organization (UNESCO) natural World Heritage Sites, the richness of fauna and biodiversity in the Maritime Economic Zone (from beaches to continental shelf) and archaeological sites and entertainment facilities (sports, cinemas and holy places). Creative Cities, representing efforts to protect and develop cultural and creative religious activities and industries in urban centres are the digital attraction of the tourists. Meanwhile, the number and quality of a

country's universities play an important role in attracting academic travel. Lastly, online searches related to business, academic and medical travel are also measured to imply global interest in a country. Main coastal tourism attraction are the significant beaches of Kund Malir, Tak, Ormara, Pasni, Ganz, Jiwani, Gwadar, Gadani and mainly of Karachi. Archaeological cities of Makli and Thatta (Debal) are also important tourist attraction along the Sindh Coast. National Parks of Mangroves in Sindh and Hangol National Park are in developing stages while nomination of Astola Island as Marine Reservoir may be an important driver for tourists in future. Diving spots near Karachi remains a local tourist attraction. While the Holy sites Lal Shehbaz Qalandar at Sehwan, Abdullah Shah Ghazi at Karachi and Hanglaj Mata Mandir at Agore, Lasbela provides the cultural/ religious tourist attraction. Till the 80s pilgrimage ferries were operated from Karachi to Makkah. Gradually Inland river and water transport has constrained to the tourist spots only. Victoria Hut at Jiwani are also an important place to visit. Recently established Inland Water Transportation Authority is looking forward for ferry services along the coast and till Muscat, Oman. PN is running a ferry boat along the coast for ferry services of the troops and their families. However, formal ferry service/ cruise liners are yet to be launched in Pakistan.

Entertainment and sports activities are limited to Sindh Coast while traces are visible in Ormara and Gwadar. Special initiatives in education sector like NIMA and Bahria Universities have been taken for maritime however, the academic travel has only been limited to Karachi famous institutes for main studies.

Sustainability

Three factors may determine the sustainability of coastal tourism sectors Environmental Sustainability, Socioeconomic Resilience and demand pressure. Firstly, Environmental sustainability relates to general sustainability of an economy's natural environment, protection of its natural resources, and vulnerability to and readiness for climate change. Therefore, factors enhancing environmental sustainability are an important to ensure a country's attractiveness as a destination. Unfortunately, Pakistan is in 10 most vulnerable countries to climate change and one of the least prepared country. Additionally, public- and private-sector protection of the environment, national parks and the ratification of international environmental treaties indicate the degree to which the government and the private sector are preserving the natural assets that generate nature-based marine tourism. Unfortunately, private sector is not very dynamic in preservation of natural resources. However, metrics related to greenhouse gas emissions (GHGs), the use of renewable energy, investment in green infrastructure and exposure to weather related events are important in understanding how exposed Pakistan is to address climate change.

Socioeconomic resilience captures the socioeconomic well-being and resilience of an economy. It hints on the fact that how a community is gelled up to survive its CMT. Gender equality, inclusion of a diverse workforce, greater workers' rights and reducing the number of young adults not in education, employment or training are all important for improving employee productivity and a larger and high-skilled labour pool. This is particularly important for the tourism sector as it often employs an above-average number of women, members of minorities and youths. Furthermore, poverty rates combined with factors above play a role in broader social and economic stability, which affects investment in CMT. Considering the reality that Pakistan has 20 million children out

of school and 39 million people living below poverty line country is left with a little socioeconomic resilience.

Demand Pressure indicates the existence of risk related to, overcrowding and demand volatility, as well as the quality and impact of CMT. Unmanaged CMT development can lead to destinations operating beyond their capacity, leading to overcrowding, damaged natural and cultural resources, strained infrastructure, increased housing prices and cost of living for local residents has been increased. If left unaddressed, such issues can lead to a backlash by residents towards tourism, reduced visitor satisfaction and lower overall destination attractiveness, all of which negatively affect CMT development. Pakistan had already witnessed an unmanaged tourism incident in January 2022 in which 21 people died while stuck in traffic jam returning from hill station Muree. Thus, exposing lack of capacity for handling demand pressure in tourism sector.

Threats to Coastal and Marine Tourism of Pakistan

CMT contributes around USD 300 million i.e 0.1 % of GDP, despite having huge potential for domestic and international tourism. Viewing past and existing contribution of CMT in the tourism sector and Blue Economy of Pakistan, the discourse only identifies the possible threats to CMT sector. Major envisaged threats to CMT are as under:

Political Instability

From 2018 most of the scholars have identified 'Political instability' as the major threat to existing CMT sector. Said political crisis has further worsen over the last 6 years. Political actors including military junta is focussed over Punjab popularity. Major chunk of investments through CPEC has been diverted to the regions of Punjab, growing resentments in coastal regions provinces Balochistan and Karachi mandate has been manipulated to topple many political governments or to form various pressure groups. Resultantly, coastal regions always end up in the hands of different stakeholders and political uncertainty has increase manifold. Thus, leadership of coastal regions is very hard to predict so does the investment in CMT sector.

Sea Blindness

Sea blindness is the major hurdle in the development of CMT sector. Pakistan could not have a dedicated policy on Blue economy was until July 2020. Thus, the priorities of our political elite can be visualized. Sea blindness is also reflected in projection of CMT sector by the concerned ministry, media and the related institutions and organizations in Pakistan. It affects 99% Pakistanis perception about sea-related recreational/tourist activities, and its economic potential. 'Blue' was never considered an attractive area to be promoted for tourism and job market. The government red-tapism results in undue delays in formulation, approval, and implementation of sea-related policies. Furthermore, despite the CPEC projection, CMT sector remained unable to flourish due to Political instability and unawareness. Education in Maritime sector is largely centred in Karachi and require excessive induction to produce qualified graduates in the field. A Mass awareness campaigns is always originated from the Pakistan Navy efforts. Maritime Security Workshops MARSEWs are becoming regular feature of NDU. However, private sector has a little attraction when it comes to investing in CMT sector.

Traditional Threats to CMT Sector of Pakistan

Indian expansionism has always been a major threat to Pakistan sovereignty. Inherited Sir Creek issue is a major issue in the relations of two countries since 1947. Issue might have been resolved but the two developments changed the Indian stance. Firstly, the prospect of oil and gas found in the Sir Creek area. Secondly, the advent of the 1982 United Nations Convention on the Law of Seas (UNCLOS) to which both Pakistan and India became signatories. The consequent Exclusive Economic Zone (EEZ) granted Pakistan and India rights under the convention over the sea resources up to 200 nautical miles in the water column and up to 300 nautical miles in the land beneath the column. Therefore, this insecurity has endangered the CMT sector in the East coast of Thatta. Almost all of the 250 km coast East of Karachi has been made cantonments by Pakistan Navy Marines and Army. Therefore, rules and regulations for the flourishing of CMT has very little Prospects. However, Karachi and the Coast West of Karachi is forthcoming for CMT. Therefore, almost 20% of CMT potential is wasted due to security concerns. Pakistan have an advantage when the continental shelf claim of Pakistan was accepted by UN Committee on Limits of Continental Shelves (UNCLCS). However, further flourishing of CMT sector in Eastern Coast may not be explored till resolution of the Issue. Further, pressure from Hindutva mindset leadership to provide access to Hanglaj Mata Mandir at Lasbela, a declared UNESCO site aggravate security concerns. Moreover, apprehension of Indian Spy 'Kulbhsion Yadav' indicates Indian involvement for inflicting damage to blue Economy of Pakistan. Same was substantiated by regular Indian Nuclear Submarine presence during 1st trade convoy transit through the Makran Coastal Highway since 2016.

Insurgencies and Terrorism

Pakistan is facing two main insurgencies. First one is the banned TTP, ISKP, LeJ and other fundamentalist armed struggle against the Govt for the so called "Pan Islamist Rule" agenda. The other is ethnic Bloch nationalist groups agenda for the separation/ Human rights violation of Bloch ethnicity. IS elements have footprints of their activity all over the country with Karachi being hub of Pakistan's trade is no exception. The religious and sacred places of Muslims, Christians and Hindus are vulnerable to threat of IS element. On the other hand, Baloch insurgents generally target the national assets or the armed forces. Ultimately the security concerns of the tourist increase. Terrorist activities have sever effects on blue economy. Pakistan has suffered a loss of 40 bn Dollar to its economy in the war against terror since 2002 and it has no end to sight soon. The other prominent factor is of street crimes and target killings. The issue is more prominent in Karachi than any of the other coastal area. Therefore, Karachi is termed as most dangerous city when it comes to tourist attraction.

Climate Changes

Pakistan lies in the most vulnerable regions to the climate change effects. The Hindu Kush Himalayan (HKH) region runs from Afghanistan to Myanmar and is considered as the third pole of the earth, preserving more ice after Arctic and Antarctica. Since the 1970s, about 15% of the ice in the HKH region has disappeared as result of global warming. The melting glaciers will increase river flows and generates the risk of high altitude lakes bursting and flash floods. But

from the 2060s, river flows will go into decline. The Indus and central Asian rivers will be most affected. Lower flows may generate energy crisis. But the most serious impact will be on farmers vis-à-vis food security. Risk of water scarcity will increase and severely hit the coast of Pakistan being the last end of flow of Indus river.

Another effect that affect the coast line is raising sea levels. Sea level rise of 1.1 mm/yr was observed at Karachi tide gauge station from 1916 to 2011. Seawater intrusion to the Sindh coastal region is expected to cause a loss of 1,700 sq km of land. Satellite images show the coastline to be highly erosional, especially in the Indus Delta Region (IDR). The eastern side of Karachi particularly Korangi Creek and some islands close to IDR experience same incursion. However, overall the Karachi coastline is prone to accretion mainly due to the continuous developments in coastal infrastructure. Khobar Creek in IDR, is known dominant mouth of freshwater flow into the Arabian Sea. The restriction of freshwater flow in the Indus River due urban developments has raised concern that the river may run dry. This allows seawater to travel upstream to almost 80 km causing freshwater lakes in Thatta and Badin to become hypersaline. Nevertheless, seismic activity in Balochistan region often causes the appearance of offshore islets in the Arabian Sea. Due to subduction of the Indian plate, the Balochistan coast experiences an average uplift of around 1-2 mm/yr. Hence, the coast in Balochistan is thought to be less vulnerable to coastal hazards in comparison to Sindh.

Adding to the difficulties is the worsening Air Quality Index of Karachi. Moreover, the Hurricanes formed in the Arabian sea and travelling towards India and Pakistan often make a landfall in the border area between India and Pakistan

Conservative Culture

Conservative culture of Pakistan is a reason for reluctance to the international tourist attraction and a threat to the CMT sector. The Shariah laws combined with the cultural fundamentalism reduce the openness of the society to the international tourist. These circumstances encourage the efforts which may be made for religious and halal tourism in the country. However, limited religious holy places only offers limited scope in the cultural conservatism.

Infrastructure Limitation

Pakistan lacks severely in development of coastal society. Thus, the grooming of local industry and adequate infrastructure for CMT sector is always wanting. Resorts and huts with limited capacity may be available along the coast but international standard hotels/ motels are only available at Karachi and Gwadar. Gwadar further lacks in road infrastructure. Projects initiated at the inauguration of of CPEC are yet to be completed. Gwadar International airport inauguration has been further delayed due to non-availability of raw material in vicinity of Gwadar. Thus, there are meagre chances of international tourists to head for Makran Coast. Very less ICT services are available along the coast. Cellular services are very limited and intensively monitored by the regulatory authorities. Moreover, the cheap transportation is available in the coastal belt. However, quality and abundant means transportation need improvement for tourist attraction.

Technological Advancement

Impact of technological advancement has increased manifold. Therefore, it may be an emerging threat to the Pakistan tourism particularly the CMT sector. The utilization of technology has decreased the dependency on humans thus reducing overall price for tourism. Recent offer by Starlink would be very crucial and can fill the vital gaps in the 700 km coastline of Balochistan. Thus, Pakistan needs to work extremely hard to compete the global tourism sector when it comes to coastal tourism sector. However, the prolong delays of years in the bureaucratic process can be devastating for the technology. By the time the approval for latest trends and technology is granted it may have become obsolete or question arises over its legality. Overall, we have followed research method chosen in the top quality research papers in our field (Gulzar, Ahmad, Hassan, & Rasheed, 2021; Khalid, Weng, Luqman, Rasheed, & Hina, 2021a; Moin et al., 2024; Peng, Liang, Fatima, Wang, & Rasheed, 2023; Pitafi, Rasheed, Islam, & Dhir, 2023; Pitafi, Rasheed, Kanwal, & Ren, 2020; Rana, Gaur, Singh, Awan, & Rasheed, 2022; Rasheed, Hameed, Kaur, & Dhir, 2023, 2024; Rasheed et al., 2020; C. Wang, Ilyas, Ni, & Rasheed, 2023; Yousaf, Rasheed, Kaur, Islam, & Dhir, 2022).

Recommendations

The seven identified threats are the major source of concern for existing CMT sector. Keeping in view the harsh realities of the society it following way forward is recommended to negotiate these threats:

Progression to Political Stability in the Coast

The pattern of political dynamics is evident and need to be further ascertained and refined. Stakeholders of the politics of coastal regions are allowed to compete. If the political manifestation demand to form new administrative units it may be acceded to. Secondly, if the public demands to be merged with the national or provincial pattern it may be allowed. Notwithstanding, no political options may be injected. Local governments and political leaders should be empowered to administer the city level management. Moreover, the demands of local administration should be judiciously processed at national level. Harmony in the political leadership at local and national level may be ensured. Political stability in coastal regional may increase the economic stability. The more employment and economic stability may result in decrease of insurgencies, terrorist activities and crime rate. A demand of charter of economy between all political stakeholders may be undertaken.

Tackling the Sea Blindness

Tackling the sea blindness is very tricky aspect. The most effected section of the society which suffer through the Sea Blindness of leadership and society are the businessmen involved in import and export businesses. Therefore, during the fundraising of political parties during elections, agenda of sea awareness may be included in the manifestoes. Issues of skilled labour and educated HR may be the demand from the government to start with. Gradually, formulation of various maritime disciplines/ syllabus, in universities and higher education curriculum may be included in

accordance with market demand. In this regard, efforts be made for inculcating awareness in businessmen through Chambers of Commerce across the country.

Countering Traditional Threats through Diplomacy

Neighbours cannot be changed so does the associated problems with the neighbours. Unfortunately, the traditional trend of threats may not be changed with India but maximum efforts be made through diplomacy to engage India in Confidence Building Measures (CBMs). In parallel lawfare domain be utilized to settle the Sir Creek Dispute. It is important to highlight that of win-win situation be traced through dialogues and permanent engagement forums. It is important to highlight no favourites and proviso conditions be enforced in Indian politics for settling the dispute.

Climate Changes

The most vulnerable area in the cost with respect to Climate Change is IDR. Pakistan alone cannot fight with the menace of Climate Change. Global investment as a right may be demanded as a right for being affected by the carbon emission form the developed nations. Urban development in Karachi has been effective for reducing sea incursion. Similar method may be adopted in the IDR. However, increased plantation of mangroves is the immediate cheap and effective method to prepare against climate atrocities. Additionally, under the presence of security forces, the ecosystem of IDR may feel more protected in mangroves.

Strict policies need to be enforced in order to improve Air Quality Index of Karachi. All regulatory authorities need to be efficient in order to reduce GHGs presence in Karachi. Enhancing green areas and investing green energy production may assist in reducing pollution in Karachi. Plastic pollution in the country and particularly in Karachi need to be banned in order to save marine life in coastal regions.

Infrastructure and Technological Arrangements in the Culture

Government needs to lure private sector investment in coastal tourism. Government can only invest in road, rail, ports and transportation infrastructure. But private sector is the one which can lure the tourist towards CMT. In this regard policies based on constructivism is required to increase acceptance of tourist in the CMT as well as religious tourism in the coast.

Bureaucratic hindrances need to be removed while providing the technological and urban development in the coast. Such projects may be monitored regularly from the highest level and no stones may be left unturned to obstruct coastal and marine tourism

Conclusion

Our results are discussion is in line with the previous research in the social sciences research (Rasheed, Weng, Umrani, & Moin, 2021; Q. Wang, Azam, Murtza, Shaikh, & Rasheed, 2023; Yousaf, Rasheed, Hameed, & Luqman, 2020; Zhang, Rasheed, & Luqman, 2020; Zhang, Wu, & Rasheed, 2020). Pakistan may have great potential of Coastal and Marine tourism but the efforts need to be institutionally constructed. Pakistan Society has fought many global crises through constructivist approach. Blue economy can be no exception. However, the need of the hour to is

the political priorities of national leadership to mainstream and direct all national elements to prosperous enough to become self-sufficient and provide future security of local population involved in the earning from CMT.

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