

Applicability of International Law to Develop Sustainable Ports: A Comparative Analysis of Gwadar Port and Competent Port Practices.

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Proposal: MERGING INTERNATIONAL ENVIRONMENTAL LAW WITH WORLD BANK PORTS REFORMS TOOLKIT.

Existing Literature Problems Identified

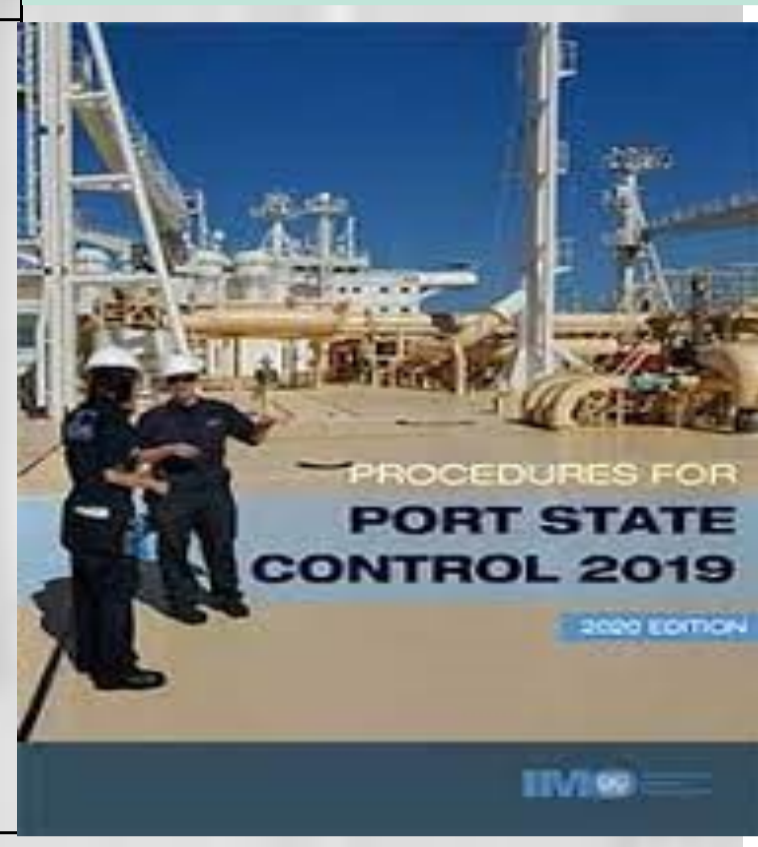
L Sislian, A Jaegler and P Cariou, 'A Literature Review on Port Sustainability and Ocean's Carrier Network Problem' (2016) 19 Research in Transportation Business & Management 19

Stephan Gollasch and others, 'Critical Review of the IMO International Convention on the Management of Ships' Ballast Water and Sediments' (2007) 6 Harmful algae 585

Mary R Brooks, Kevin PB Cullinane and Athanasios A Pallis, 'Revisiting Port Governance and Port Reform: A Multi-Country Examination' (2017) 22 Research in

Convention and Statute on the International Régime of Maritime Ports 1923 (came into force on 26 July 1926, League of Nations Treaty Series (Vol 58, p 285)).

International Convention for Prevention of Pollution from Ships 1973 (1340 UNTS 61, 184); International Convention for the Safety of Life at Sea 1974 (came into force on 25 May 1980, (1184 UNTS 3)); International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 (as amended in 1995, came into force on 28 April 1984, (1361 UNTS 2/1362 UNTS 2))



Existing International Regulation of Ports and Shipping - Review and Analysis.

Results: Update in literature and international regulation



Issues and Challenges with IMO's Vision

IMO's Vision: Integrate SDGs into Port Policies.

The Secretary-General of International Maritime Organization (IMO) in replying to a question regarding international regulations of port stated that, 'some IMO instruments extend to port operations, however, there are many opportunities to further explore and enhance the cooperation between shipping, ports and the logistics industries.'

Issues and Challenges.

In terms of international law and regulations, the IMO instruments known as 'port State control,' are limited to the shipping regulations, which includes, surveys of ships to ensure compliance of environment, labour and safety standards.

Trade Liberalisation, State owned Regulations, and Weak Environmental Law at International Level.

Since 1990, the global legal structure towards trade liberalisation and integration of financial policies is the presage of national economic development. The economic growth not only in the terms of the macroeconomy is achieved, the powerful international trade instruments and practices had significantly reduced poverty.

Redressal Through Good Practices

International Environmental Law in Canadian Port Authority Act.

Canadian Reforms Towards Port Sustainability		
Regulatory Authority	Title of the Legislation	Year of En-
Transport Canada and Port Authorities	Canada Marine Act	1998
	Port Authorities Operations Regulations	2000
	Canada Shipping Act	2001
	Canada Transportation Act	1996
Environment and Climate Change Canada	Canada Environmental Protection Act	1999
	Canada Waters Act	1985
Department of Fisheries and Oceans Canada	Canada National Marine Conservation Areas Act	2002
	Coastal Fisheries Protection Act	1985
	Oceans Act	1996

Implementation of International Sustainable Development Law in Sustainable Ports Development Act of Australia.

Queensland Legislation for Sustainable Port Development		
Regulatory Authority	Title of the Legislation	Year of Enactment
State Development and Public Work Organisation	Sustainable Ports Development Act	2015
	Economic Development Act	2012
	Planning Act	2016
Department of Environment and Heritage Protection	Great Barrier Reef Marine Part Act	1975
	Forestry Act	1959
	Aboriginal and Torres Strait Islander Communities (Justice, Land and Other Matters) Act	1984
	Environmental Protection Act	1994
	Aboriginal Cultural Heritage Act	2003
	Marine Parks Act	2004
	The Environment Protection and Biodiversity Act (Central Legislation)	1999
Department of the Environment and Energy (Central Department)		

Lessons for Development and Operationalisation of New Ports.

The future of port policies and its harmonisation under international treaty law in the form of the protocol to the Geneva Convention, if established, then for SDGs shall considerably follow Sustainable development of new ports or sustainable expansion of old ports under the Marrakesh Agreement, RIO Declaration and Stockholm Declaration for the preservation of natural resources, cultural heritage and ecosystems.

Sustainable Operations of ports under the UNFCCC, Kyoto Protocol, UNCLOS, London Convention and London Protocol for environmental protection (UNEP's Guidelines, Principles and Programmes shall be deliberated in case if further clarity is required) and State economic development through better management of ports under the PPP model specified by WBPR and UNCTAD PMS).