



Available Online at EScience Press

Journal of South Asian Studies

ISSN: 2307-4000 (Online), 2308-7846 (Print)

<https://esciencepress.net/journals/JSAS>

Gwadar Port as an Economic Zone with Especial Reference to US and Indian Reservations on the Regional Part of South Asia

Dildar A. Chohan^a, Amir A. Chandio^b

^aDepartment of Business Administration, Faculty at Sukkur Institute of Business Administration (IBA) University, Sindh, Pakistan.

^bDepartment of Political Science, Shah Abdul Latif University, Khairpur, Sindh, Pakistan.

*Corresponding Author Email ID: alidildar.kk@iba-suk.edu.pk

ABSTRACT

China Pakistan Economic Corridor is a bunch of multiple projects embracing construction: railroad, airport, and pipeline to import and export Chinese goods at intra-regional and ultra-regional to the nth degree. Gwadar is the hub and centre of the Corridor. However, China is investing and reaping the harvest from Gwadar Corridor. India and the US claim Gwadar to be a Chinese military base as against India and a US military base at Diego Garcia on the Indian Ocean. The paper will thoroughly examine for proving with reviewed literature that Gwadar meant to generate revenue, to prosper economy of Balochistan & resolves its Crisis. And triangular regional connectivity through the Central, Eastern, and Western part of Asia. It is far away from Indian rivalry, and we can't disregard Gwadar as a security zone for Pakistan. The paper finds that India upholds and misconstrue Gwadar as a corridor passing Gilgit Baltistan [a disputed territory, India Claims] to Xinjiang. Furthermore, the paper suggests a triangle of cooperation and coordination between Pakistan, India, and China. And all the three countries in this triangle should reap immense benefits from resources, facilities, technologies, and technicalities. The study concludes that US withdrawal from Afghanistan will instigate Pakistan and China to maintain communication, strengthen consultation, deepen cooperation, and support to cart off the challenges surfacing after U.S. withdrawal and the Taliban government.

Keywords: CPEC, Gwadar, India, Pakistan, Reservation, Impact, development.

INTRODUCTION

It is he who enables you to travel on land and sea until when you are in ships, and they sail with them by a good wind, and they rejoice therein there comes a storm wind and the waves come upon the form everywhere and they assume that they are surrounded supplicating Allah sincere to him in religion if they should save us from this we will surely be among the thankful. (Al-Quran 10:22). In antiquity, Water had been the hub of human activities after the inception of human civilization on the earth. No man can survive without water. likewise, no country can trade without sea routes. People assembled around the sea for fishing, seafood, living, and livelihood. But today, the reasons of the voyages are to secure economic incentives, commercial activities, survival, serve national interests for prosperity. The regional connectivity of the area surrounding Gwadar port has historically

witnessed power struggle and confrontation starting with the exploitation by colonial powers and in the recent era control by superpowers to satisfy their strategic motives (Hassan, 2005:6). Countries are classified as landlocked and littoral states. The landlocked are surrounded by land and littorals are coastal countries. Countries bestowed with the sea have a comparative advantage against deprived states. Landlocked countries tend to ally with littorals and foster sound relationships. Pakistan is bestowed with the Arabian Sea in the South. The coastline of Pakistan is divided into two parts: Sindh and Makran-coast. On the former coastline, there are two main ports, Qasim and Karachi. Gwadar is located on the second coast, Baluchistan. Gwadar has been attracting many investors since 2006. It's the world's third-largest port in terms of depth. It holds the quality of warm-water and depth. It

can dock S-Type ships. Chabahar is the competing port against Gwadar, but considering depth and docking heavy ships, it holds the position of strength.

All-weather friends have been investing billions of dollars on all-weather port. Gwadar had been in control of Oman. Indeed, it had been gifted to the prince of Muskat. In 1783, Sultan Siad of Oman took asylum from Khan of Kalat in Balochistan after developing differences with his brother Saiad Said. The Khan of Kalat gifted Gwadar to Saiad Sultan for his livelihood which was included as an exclave of the Oman after Khan's royal guest dethroned his brother and enthroned himself as the Sultan of Muscat in 1797 (Mehrab et al., 2017:281). Afterwards, Oman had been using the port to anchor ships. Iskandar Mirza repurchased Gwadar. They initiated talks with Sultan of Oman and in 1958, the government of President Sikandar Mirza purchased it from Oman for 10 million dollars. Gwadar was made a sub-division of Turbat district but in 1977 it was declared a separate district (Mehdi et al., 2009). The population of Gwadar relied on fishing and living as fishmongers. After the feasibility reports, it was declared suitable for port activities, and it was with the Chinese assistance upgraded to port.

Today, Gwadar has got global attention due to huge investments under China Pakistan Economic Corridor (CPEC). Gwadar will be used as an alternative port to provide the shortest route to China. It'll connect Chinese Xingjian with Gwadar in Baluchistan, saving cost and time for both partners. China will be vacated by the clutches of Strait of Malacca and Nine-Dash Line to strengthen the hold over the South-China Sea. She can deal with countries claiming a share of the Sea. Gwadar will reduce the distance from 10,000 km to 2242 km.

One-time Gwadar, the downtrodden South Asian part of Pakistan lacks for nothing. CPEC has dusted ash and cosmic dust from Gwadar. Now, it can bear fruits of mutual benefits. Let's compare the benefits for China in a nutshell. Throughout CPEC, China will mature its deprived region of Xingjian with the 5 per cent populace into maturity and auspicious. Similarly, Pakistan will advance Baluchistan in infrastructure and enormous opportunities. The reason behind the maturation of less developed regions (Xinjina and Baluchistan) is the confrontation between security forces and non-state actors. One the one hand, China has been threatened with the Uyghur movement. The Uyghurs have lacked political unity in recent centuries, except for a brief

period during the 19th century when they were in revolt against Beijing (*China Situation of Uyghur*, 2016). On the other hand, Pakistan bears brunt of Tehrik-i-Taliban, Baloch Liberation Organization, and other Non-State Actors. From 2007 to July 2014, 1,040 terrorist attacks that is 23 percent of the total reported from Baluchistan occurred in Awaran, Gwadar, Kech, Khuzdar, Lasbela, and Panjgur districts, which are on the route of the PCEC (Safdar, Dec 2014, p.24). The population of China would exodus from east to the west for jobs. It will disrupt the Muslim minority in Xinjian as contrast minority and majority. Despite, hue and cry against the eastern migrants, Han Chinese migrated to Xinjiang. Recent decades have seen a mass migration of Han Chinese (China's ethnic majority) into Xinjiang, allegedly orchestrated by the state to dilute the minority population there (BBC, June 2021) Similarly, Gwadar will transform the Baloch majority into the minority, a reiterated voice in the opinions of Baloch. At one hand, the transformation encrypts adverse impacts on the census. On the other hand, displays benefits to Baloch subject. Pakistan Muslim League (N) government had installed desalinization plants at the port city to make water available for Baloch and Chinese officials. Gwadar invites need-based technicians for technical centers. It would been better for the city if technical institutions had installed prior to acquaint locals with technical jobs. Institutions would be established with the end to provide future technicians. Gwadar is part of the federal government and generating revenue. There are certainly security-related threats linked to the China-Pakistan Economic Corridor and while most might originate in Pakistan, the Xinjiang province in western China is also facing security threats from Uighur militants and the East Turkestan Islamic Movement (ETIM). Uighur and ETIM militants have long sought shelter in Pakistan's tribal areas along with the local militants. However, Pakistan's security forces have fought foreign militants in North Waziristan Agency including ETIM and Uighurs in recent months with the commencement of the military operation *Zarb-e-Azb* which has also weakened the operational capacity of ETIM. Furthermore, US drone strikes in various areas of FATA have also dented the group by eliminating a number of its leaders (Safdar, 2014: 6). Gwadar is feasible to monitor Indian Naval activities against Pakistan and China. Besides, it will encounter espionage, monitoring, and Indian involvement in

Baluchistan. U.S. naval force has been peeping Arabian Sea and from Indian Ocean. Gwadar will counteract peep and espionage. Former Prime Minister Nawaz Sharif during the International Conference held in China in 2017 hinted at "It is time we transcend our differences, resolve conflicts through dialogue and diplomacy, and leave a legacy of peace for future generations" (March 2017).

Gwadar, a small fishing hamlet is going to be developed with immense investment. It grips on growing economic competition. Especially combating the crisis in the energy sector Balochistan. China takes Gwadar seriously to tighten its grip on Nine-Dash Line and South China Sea. Pakistan and China signed \$325 million agreement in 2006 for construction of an additional 200 km of Karakoram Highway from Raikot to Sazeen, the chairman of China Road and Bridge Company. Chen Yu-Sheng said that the company would send engineers and surveyors to Pakistan in February 2007 and the construction would start by March 2007. He said the construction of the Karakoram Highway is a big challenge, but we will complete it in the minimum possible time. The Chinese firm would also have to construct a sports complex, children parks, dispensaries, and restaurants along the highway (Dawn, 2006)

Karakoram Highway (K2) is Chinese flagship and symbolic of the Sino-Pak friendship. Now, she has been upgrading Gwadar with CPEC investment. The provinces of Pakistan will have access to the K2 highway through Eastern and Western routes. It will connect Pakistan with China, Afghanistan, Iran, and Central Asian Republics. Regional connectivity will ensure safe and sound transportation of oil and gas to Pakistan, Afghanistan, Indian, and Turkmenistan. Pakistan's current GDP is USD 278.2 billion. By 2050, it will cross \$4.2 trillion. 30,000 job opportunities awaiting the locals. Two security zones have been established at Gwadar to furnish jobs and livelihood.

The day, Nawaz Sharif and Rahil Sharif inaugurated Gwadar, China earned Rs20 million against Pakistan earned Rs4 million. China will earn more in comparison to Pakistan. Let's calculate the percentage from the figures given shortly. $4,000,000 \times 100 / 20,000,000 = 20\%$ We can conclude that Pakistan is gaining 20% only. It'll definitely increase in the days to come. However, the profits are distributed on the in and out flow of goods and services.

LITERATURE REVIEW

"Gwadar is the most likely to be developed by China because Pakistan is probably the only state where the level of trust between the two countries is high enough to make that completely reliable prospect", Andrew Small.

CPEC is not a rotten grape. It's a fresh and healthy one and ready to stand to benefit from the sweet taste. This means, it'll bring opportunities for locals, and foreigners alike. As an offer, apart from powering thousands of houses, the Sahiwal power plant has also provided direct jobs to over 3,000 locals in different fields, including engineers, technicians, supervisors, and laborers, during its construction period (Tribune, 2018). the corridor has broader aspects, and jobs in bulk quantities for nationals. CPEC is providing jobs because locals are a good source of cheap labor, and expenses are mostly burdened by themselves. Chinese Deputy Head of Mission Zhao Lijian, who was named as the focal person on CPEC power projects, told Xinhua that around 60,000 Pakistanis are working on different Chinese projects in Pakistan, including those under the CPEC (Tribune, 2018). Fawad Khan, Deputy Commercial Manager Pakistan said, Due to CPEC, over 100,000 jobs will be generated in the years to come and reiterated that the people of Gwadar had been living as fishmongers. Many of them, surviving for their livelihood on hunting and investing the whole day in salt making. Gwadar, the hamlet, with the foreign investment is going to be one of the biggest cities in the world. CPEC is endeavoring venture enterprise culture in the field of fishing and salt production. CPEC venture will lead fishermen to physical and technical work at Gwadar port.

An internal report prepared for the Pentagon entitled energy future in Asia, which state the Beijing has already set up electronic eavesdropping posts at Gwadar which mentorship traffic through the Strait of Hormuz and the Arabian Sea (Aneja, 2006:8)

To save enormous amount of time, one may disagree with the cited report. Gwadar feasibility reports indicated zero equipment installed at Gwadar. It is a flagship project for cooperation between economies than military to military (between Sino-Pak forces). The reports for on eavesdropping posts drag America into Garcian island and the Indian oceans. An essential element of the U.S. Indian Ocean strategy is the expanded base facility at Diego Garcia. Without such a

base, the U.S. navy would be traced to the absolute limit in supporting naval operations in the area (Rais, 1983: 1045). The U.S. is also confronted with China. In a move that will strengthen the defense of Gwadar, Pakistan has reportedly finalized a \$6 billion deal with China for the purchase of eight diesel-powered, conventionally armed attack submarines. Pakistan's possession of such submarines would seriously complicate any India attempt at blockading Karachi or Gwadar (Rakistis, 2015: 40). It is far away from Indian rivalry, and we can't discourage the potentialities of Gwadar, the future of a security zone of Pakistan. To incur heavy losses upon Karachi port facilities, Indian Navy launched Trident and Python operations. Indian couldn't shock it is a hub of economic activities. The distance from Karachi to Gwadar port is 293.8 miles. At the velocity of 74 km/h, it takes 8 travel hours from Karachi to Gwadar. In future, Gwadar would help in averting Karachi from operations and strikes. It'll definitely share the trade burden with Karachi ports. Subsequently, in December 2016, the Pakistan Navy unveiled a special Task Force (TF)-88 commissioned for the protection of the Gwadar deep-sea port. The TF-88 comprises warships, attack helicopters, unmanned aerial vehicles, and other surveillance assets (B. Conrad, 2017:59) The U.S. perceives Gwadar as it is and had been a military base for China. An overseas military base operates out of country. It helps in surveillance, monitoring, and other spying activities. India is terming CPEC a Chinese ambition to engulf India from the western side of the Indian Ocean. U.S and India are not happy about the growing influence of China, its military, and naval and economic supremacy. China doesn't desire for a base at Gwadar. Earlier in July 2017, Beijing dismissed an annual US Defense Department report as 'irresponsible' that predicted China would expand its global military presence, building overseas bases in countries including Pakistan (Tribune, 2018) Currently, China is holding an overseas military base at Djibouti; external powers are exerting efforts to their best to malign and associate Gwadar with Djibouti. The case of Gul Bhushan Jadav and Indian financing for espionage indicate brainwashing Baloch nationalists into non-state activities and state sponsored terrorism. Baloch nationalists, however, believe this road-building project is aimed at easier extraction of Baluchistan's natural resources and to enable the Pakistan army and security agencies to expand their control over the province (Asia Report, 2006:18)

Pakistan Army can't lag behind and never compromise with India on national interest. India has been funding some Baluch for the insurgency, but the Army has placed all its resources for the construction and protection of the Corridor at the disposal of the nation. The Frontier Works Organization (FWO) has been pressed into action to build new segments of roads in Baluchistan. In February this year, the Army chief personally drove the prime minister to show him the Gwadar-Hoshab section of the road built by Army Engineers (Sama TV, 2016)

Table. 1 Number of Chinese Worker and Security Personnels.

Provinces	Personnel	Chinese
Punjab	6,346	3,754
Sindh	2,645	1,141
Khyber Pakhtunkhwa	1,942	698
Baluchistan	3,134	558
Islamabad	439	885

Source: The Express Tribune September 3, 2016.

An Infantry Battalion consists of 600 to 1000 personnel under one lieutenant, Colonel, five majors, including ten to twelve 2nd lieutenants, and a lieutenant for its five companies, i.e., Alfa, Bravo, Charlie, Delta and Head Quarter Company." Thus, 10,000 infantry troops will be guarding the project. Civil Armed Forces (SAFs) consist of Frontier Corp, Police, Baluchistan Constabulary (B.C), Army, and Levies Forces. He elaborated: the security of Baluchistan is divided into two areas A and B. Police and FC provide security to A areas. While Levies Forces provide security to B areas. A and B are adjacent to routes (CPEC) and security forces (Ali, 2017) Indian attacks incurred heavy losses upon the Pakistan navy. The naval base at Gwadar will enhance her defense capability. We are grateful to the Chinese government for constructing Gwadar Port. However, we will be more grateful to the Chinese government if a naval base is being constructed at the site of Gwadar for Pakistan (Makhdoom et al., 2014: 22)

REGIONAL CONNECTIVITY

Gwadar, THE DOOR OF WIND, has huge potential to be developed as a gateway to the economy of Pakistan. Its presence at the convergence of three most commercially important regions of the world, i.e., Oil Rich Middle East,

Central Asia bestowed with natural resources and South Asia having growth potential, makes it one of the well-placed ports for the development of global trade (Dastagir et al., 2012:72). Gwadar will cover NEWS: North, East, West, and South. Central Asian Countries, Russia and China in the North. India, Bangladesh, and Burma in the East. Afghanistan, Iran, and Iraq in the West. Africa, Sri Lanka, S. Arabia, and UAE in the South. If we see this whole region, it is like a funnel. The top of the funnel is this wide area of Central Asia and also China's western region. And this funnel gets narrowed on through Afghanistan and Pakistan and at the end of this funnel is Gwadar port. So, this funnel, futuristically, is the economic funnel of this whole region (Malik, 2012: 57). with the development of Gwadar port, all trade to and from CARs to adopt the shortest available route via Gwadar. The trade benefits for Pakistan are expected to multiply. The proven reserves and production will have following implications on Gwadar Port. Estimated production of dry cargo is more than liquid cargo, which means larger ships and deep seaports will prove better. Kazakhstan and Kyrgyzstan will produce more dry cargo than other CARs and Gwadar will prove to be the shortest access to warm waters (Khetran, 2014: 75). Kazakhstan, Turkmenistan, and Uzbekistan having more liquid cargo can export it through pipelines and can have an alternate route to the Mediterranean Sea through Caspian Region which is about an 1800 km long route whereas through Gwadar it will be only 1400 km long. Route to the Mediterranean Sea passes through Russia which is a point of concern for Europe, Kazakhstan, Uzbekistan, and Turkmenistan (Malik, 2012: 57). European nations are striving to reach this mineral-rich region through Caspian Region earlier than other key players through Gwadar and Afghanistan (Khetran, 2014: 75). The location of Pakistan attracts world power to the gulf countries. For example, during the Russian invasion of Afghanistan. Russia envisioned access to warm water (Arabian Sea). Russian ambitions could have fulfilled. If, it had acquired Gwadar position. Developments in Gwadar attracts foreign investment. It slakes Russian desire to approach the Arabian Sea, import oil, and export reserves of gas. The Strategic location of Pakistan lies at the intersection of big powers' rivalries and politics. It is physically accessible to several big powers. Consequently, any development in Pakistan that has an impact on the security and viability of that country will inevitably attract the attention of

some external powers. These powers are China, the Soviet Union [now Russia], Iran, and Afghanistan. If these powers get actively interested in the developments in that country, it is not likely that the United States, as the largest power in the world and a military ally of Pakistan, will lie low and keep away from the area (Subramanyam, 1974: 71).

A new route such as India Pakistan Economic Corridor (IPEC) should be proposed for India. This IPEC will provide land route to India. Pakistan is at the crossroad, and India can connect its market with Afghanistan, Iran, and particularly with Central Asian Countries. Keeping Pakistan aside, India can't connect with CARs and Russia. Indian investment in Chabahar provides her with connectivity. India has to pass Arabian Sea first to transport goods to Afghanistan and CARs. This connectivity of land and sea route will cost India. Gwadar provides warehouses facilities to India, Iran, and Gulf countries. India is not ready but may join in the future. India should not heed on external security crisis against economic survival. We need to agree to the fact that national and economic interest remains constant even during war. Indian reservation shouldn't be a matter, as for as Pakistan's internal interest is concerned. According to the plan, various industrial parks and five economic zones, dams and energy stations, interlinked through world-class expressways and railway lines, will be constructed along the Kashgar-Gwadar route, bisecting the entire length and breadth of Pakistan. The total cost of this entire set-up is estimated at US\$45 billion (later increased to \$54), with the project expected to be completed in 2030 (Rajan, 2015: 10).

REVENUE GENERATION

The CPEC is anticipated to boost Pakistan's economy, where the GDP is expected to grow by more than five percent by 2020, according to an IMF growth forecast. Price water house Coopers predicts that Pakistan's GDP will reach \$4.2 trillion by 2050 (Qureshi, 2017: 25) from the current \$988bn. For Pakistan, the combined value of the CPEC's infrastructure projects would be equivalent to 17 percent of Pakistan's GDP in 2015, a report by Deloitte predicted. The report estimated that the economic corridor would create some 700,000 direct jobs between 2015 and 2030 and add up to 2.5 percent to the country's growth rate (Shah, 2017). In spite of, Pakistan had been fighting American war no economic projects were brought forth by the U.S to take on

inflation, terrorism, unemployment, energy crisis, and so on. Developments of Gwadar corridor will end root crises. And will increase 10% DGP on completion. Economically, Pakistan is a dependent country with increasing inflation and debt rate. Pakistan earns toll taxes, custom duties, and taxes on the products pass through its territory. Pakistan will trade goods and commodities more efficiently with Afghanistan. The official claimed that in 2016, around 43,000 containers, with goods worth \$2.2 billion, were transported to Afghanistan. They included 96,000 metric tons of cloth worth Rs66 billion, 6,600 metric tons of tea valued at Rs13 billion, 80,000 metric tons of oil worth Rs12 billion, and one million pieces of electronic equipment worth Rs16 billion were transported to Afghanistan under ATT (Afghan Transit Trade). A huge quantity of the smuggled goods is

brought back in connivance with government departments working in the tribal agencies that not only end up at different markets in Peshawar but is also sent to other provinces at lower prices (Mohammadzai, 2017) CPEC lend some help in resolving cross border terrorism; hits the GDP and increase smuggling. We pay Rs1, 500 to Customs Department squad to let our goods pass to the General Bus Stand (Haji Camp Adda) said another smuggler Haji Javed (Mohammadzai, 2017). Custom department roam over borders to nab smugglers. Most of the seized money is not credited in government accounts. Which results into increasing economic burden. Pakistan’s GDP increased from \$28.7 billion in 1983 to around \$70 billion in 2003, and its dependence on sea trade increased to about 95 percent (Anonymous, 2003).

Table. 2 Gwadar’s Trade Forecast

Category	Year 2005	Year 2010	Year 2015
Dry Cargo (Million tons)	3.96	4.74	5.77
Liquid Cargo (Million tons)	16.62	17.54	18.77
Container (1000 TEUs)	200	241	295
Transshipment (1000 TEUs)	200	250	300

Source: Board of Investment (Government of Pakistan).

It’ll grab 25% from import and export, 15% transit trade from Central Asian Countries, 40% from Afghanistan, and 12% from Xinjiang.

According to World Economic Forum’s report, Pakistan ranked 115th against the previous 133rd (2014), 122nd (2016) out of 137th countries. It encourages technicians and technical centres. Gwadar is a federal project to protect federal revenue. According to an estimation, the GDP of Pakistan will increase to \$4.2 trillion by 2050 against \$988 billion. It will handle 400-million-ton cargo and real estate will also increase. Shanghai members can benefit Pakistan through Foreign Direct Investment (FDI). The corridor is to check rampant loss of billions of rupees incurred on war on terror. It’ll augment the volume of intra-regional, and ultra-regional trade. It is a source of urban development. There are strong bilateral trade relations between Pakistan and China. Currently, around \$12 billion per year, trade between Pakistan and China is estimated to reach \$15 billion in the next couple of years. The volume of bilateral trade between Pakistan from January to May 2014 was \$6 billion, exhibiting a

12.66 percent growth rate (H.E, 2014).

SOLUTION TO THE PROBLEMS OF BALUCHISTAN AND ENERGY CRISIS

Sixteen projects have been introduced under the corridor for the Baluch. Ferrymen are famous in the Arabian Sea. They are required to produce fishing degrees. Akora dam is insufficient for the growing population. The shortage of rain constitutes one of the main causes of the draught in Gwadar. Reforms Committee was presided by Agha Shahzeb Durani, and he presented a report on the scarcity of water at Gwadar, it stated that Akora dam was constructed to provide water but has dried up and filled up with sand and silt, to solve the problem desalinization plant was set up of which design was faulty and it stopped functioning after 47 days, now the water is costly sold (Kawish, 2018: 13). The water demand will increase to 12 MGD than the current 4.6 MGD. Ankra dam fulfills a total of 2.880 MGD out of the total required water. A 2.0 MGS Desalination plant is under construction. Project can’t fully function

until Baloch reservations are not resolved. Under the 18th amendment, Dr. Abdul Malik had demanded to hand over Gwadar to Baluchistan government. The benefits of the corridor and roads should first serve Gwadar and Baluchistan. The federal government is reluctant to do so. The corridor passes through what is currently the heart of the insurgency," says Kaiser Bengali, an economic adviser to Balochistan's chief minister. He said the notion that the two special brigades formed by the army will be enough to protect road traffic was laughable (Boone, 2016). Lack of educational institutions was another cause of disappointment among the inhabitants. It was an essential task to set up technical institutions during the Musharaf era. His polity had introduced Gwadar and free trade agreements. Baluch insurgency can only be resolved by the means of education. The energy crisis has reduced to 2% per annum, CPEC will include 10,400 MW additionally. Some \$15.5bn worth of coal, wind, solar and hydro energy projects will come online by 2017 and add 10,400 megawatts of energy to Pakistan's national grid", according to officials. Under the accord on energy cooperation signed on November 8, 2014, sixty-one percent will be invested to improve energy and transmission networks. Dearth in energy has reduced our GDP to 2% per annum and in its early phase, it would increase 10,400 MW of energy to Pakistan. Inexpensive electricity will reduce cost price and increase purchasing power. Besides physical links connecting Pakistan and China, the project also envisages establishing several economic zones along the corridor. Also, an Energy Planning Working Group of the CPEC has been established that will undertake fast-track implementation of power projects related to the CPEC. Those projects of 21,690 MW power productions will be undertaken with the assistance of China under the CPEC plan (Sial, 2014:2) Working on 50% operational capacity Pakistan failed to satisfy export. The energy crisis is root cause of declining production capacity. Corridor has brought \$35 bn of investment in coal, thermal, hydro, solar, and wind energy projects. Pakistan has capacity to produce 24,830 MW. But still, there's dearth of 4,500 MW. This shortage results in decrease by 2% GDP. Chinese cooperation for the construction of the Diamer-Bhasha Dam and the completion of the Nandipur power project is also part of the PCEC (Rizvi, 2013). China has also proposed to build pipelines, the total length of the proposed gas pipeline from Gwadar Port to Xinjiang via

Pakistan is 2500 km while the distance from Xinjiang to eastern ports of Shanghai and Beijing through inland China is 4500 km (Khan, 2013: 93). Gwadar terminal will be set up to handle imported gas from Iran Pakistan (IP) project. Sanctions on Iran (should be) lifted soon. It will benefit Pakistan in the energy sector. \$2 bn IP project has been waiting for Chinese assistance. It would resolve the matter. The Chinese interest in the proposed oil and gas pipelines from Gwadar and Iran to Kashgar across Pakistan would not only generate transit revenues and employment but would also be instrumental in easing the energy crises in Pakistan (Khan, 2013: 90). China, Pakistan and Russia are bringing multipolar world order to challenge the American dominated unipolar world order with CPEC. No world order is able to withstand the test of time (Aman, 2018: 13). This paves the way for a multipolar world order, if Russia joins CPEC, it will send clear signal straight to America, telling Donald Trump that China and Russia are gaining serious control over Eurasia (Aman, 2018: 13) Kashmir is a disputed territory, it has to be resolved. India believes that China would never use a corridor, in the long-term, which passes through a disputed territory (Adnan, 2015). India has been exerting to control Kashmir and to make Kashmir its jugular vein now India have decided for another suggestion and technique that is to construct a wall on India border with 198 km long, 135 feet wide and 10 feet high (Nagma, 2016: 27). Besides, India many key players are trying to destabilize it by covert activities. International Media has tinted a few Indian clandestine activities to hinder its development by causing unrest in Baluchistan to divert the global attention from Kashmir Issue (Malik, 2013: 70). The US opposed the One Belt, One Road policy in principle because in a globalized world, there were many belts and many roads, and no one nation should put itself into a position of dictating One Belt, One Road. And it opposed the one going through Pakistan also because it passed through a disputed territory (Anwar, 2017) Narendra Modi said, "Only by respecting the sovereignty of countries involved, can regional connectivity corridors fulfill their promise and avoid differences and discord" (Shah, 2017) leaders' commitments should not be limited to verbosity. For example, India on 5 August 2019 revoked the special status of Kashmir. Further complicated the Kashmir cause. Besides, United Nations, world powers must take this issue on humanitarian ground to protect Kashmiris rights and must take

effective measure to resolve Kashmir issue. India's static understanding of the regional environment, fails substantially to take into account the fluidity, complexity and nuances of contemporary regional dynamics in South Asia, driven by diverse processes of regional cooperation. It is against this backdrop that the proposed CPEC assumes crucial significance for Indian policymakers. The proposal presents some difficult yet interesting and promising options for India which, if exercised boldly and innovatively, may open new vistas of regional cooperation, stability and economic growth (Rajan, 2015: 3).

CONCLUSION

Gwadar port has economic and geographic important for Pakistan. It will provide defense capability against Indian aggression and segregationism. CPEC, a flagship investment in Gwadar to reduce the energy crisis, and to increase the GDP to 10 per cent. It provides regional trade connectivity, job opportunities, and so on. Infrastructure development in the corridor boosts mercantalism. It will impact the local market. It'll bring exports and imports to some new heights. To some extent, the reservations of the provinces have been resolved. It'll infuse a new stimulus to lives for literacy, unemployment, employment, nonmetallic to metallic roads, and harsh travel to easy access. Gwadar and CPEC will not alter routes as military base against India. It'll not change the status of Kashmir. India and Pakistan can get immense benefits by cooperation and coordination. CPEC will provide India with regional connectivity: Afghanistan, Iran, Iraq, Central Asian Republics, and Russia. With the complete withdrawal of US and NATO forces from Afghanistan pending, the prospects for the counterterrorism campaign in South Asia are uncertain. So, China and Pakistan need to maintain communication, strengthen consultation, deepen cooperation and support each other in dealing with the challenges of terrorism and the Afghan issue (Du, 2013).

REFERENCES

- Adnan, A. (2015, February 07). *Pakistan Today*. Retrieved 03 28, 2015, from www.pakistantoday.com.pk:<http://www.pakistan-today.com.pk/2015/02/07/comment/pak-china-economic-corridor>
- Al, Quran Chapter 10, Verse 22.
- Ali, Hubdar. (2017). Composition of Battalion in Pak- Army Interview by Dildar Ali.
- Aman, K, N. (2018). China, Pakistan, Russia and CPEC. *Pakistan Observer*.
- Aneja, Urvashi. (JAN-MAY 2006).Pakistan-China Relations Recent Developments. Special Report , New Delhi: Institute Of Peace And Conflict Studies
- Anonymous. (2003-4). Ministry of Finance. "Economic Survey 2003-04. Government of Pakistan. <http://www.irispunjab.gov.pk/StatisticalReport/Pakistan%20Economic%20Surveys/Pakistan%20Economic%20Survey%202003-04.pdf>.
- Anwar, I. (2017) C) CPEC passes through disputed territory. *Dawn*, October 7th, 2017 <https://www.dawn.com/news/1362283>
- China: Situation of Uyghurs. (April 2016). ACCORD - Austrian Centre for Country of Origin & Asylum Research and Documentation. https://www.ecoi.net/en/file/local/1092057/90_14621_95747_accord-2016-04-china-uyghurs.pdf
- Asia Report N°119. (2006). Pakistan: The Worsening Conflict in Baluchistan Crisis Group. International Crisis Group. <https://www.refworld.org/pdfid/4517d1c54.pdf>.
- BBC .(June 21, 2021). Who are the Uyghurs and why is China being accused of genocide? Retrieved from <https://www.bbc.com/news/world-asia-china-22278037>
- B. Conrad, Portia. (2017). China's Access to Gwadar Port: Strategic Implications and Options for India Maritime Affairs. *Journal of the National Maritime Foundation of India*. 13(1), 55-62.
- Boone, J. & Kiyya Baloch. (2016). A New Shenzhen? Poor Pakistan Fishing Town's Horror at Chinese Plans. *Guardian*. February 4, 2016. <https://www.theguardian.com/world/2016/feb/04/pakistan-new-shenzhen-poor-gwadar-fishing-town-china-plans>.
- Dastagir, Ghulam, Rafique Akbar, and Khalid Raza. (January - June 2015). Gwadar And Its Geopolitical Significance For Pakistan And Region. *Bilingual/Bi-annual Pakistan studies English / Urdu Research Journal* 10(1), 70-83.
- Du, Y. (2013, May 24). *China Daily*. http://usa.chinadaily.com.cn/opinion/2013-05/24/content_16527009.htm
- H.E. Sun Weidong. (August 5, 2014). Building 'China-Pakistan Community of Shared Destiny' in the New Era. Presented at the Opening Ceremony of

- the Think Tank,
Hassan, Ammad. June (2005). Pakistan's Gwadar Port – Prospects Of Economic Revival. Monterey, California : Calhoun , 6.
- Karakoram Highway Extension Accord Signed. (2006). *Dawn.Com*. November 25, 2006. <http://www.dawn.com/news/220444/karakoram-highway-extension-accord-signed>.
- Kawish (20 March 2018), page 13, column 3.
- Kazmi, Sadia. *Foreign Policy News*. (February 28, 2018). <https://foreignpolicynews.org/2018/02/28/growing-employment-opportunities-cpec/> (accessed August 15, 2021).
- Khan, Dr. Shabir Ahmad. (2013). Geo-Economic Imperatives of Gwadar Sea Port and Kashgar Economic Zone for Pakistan and China. *IPRI XIII* (2), 87-100.
- Khetran, Mir Sherbaz. (2014). The Potential and Prospects of Gwadar Port. *Strategic Studies* 34(35), 70-89.
- Makhdoom, Ahmad Waqas, Abdul Basit Khan, and Mazhar Abbas Khan. (2014). A Study of Pakistan-China Defense Relations (2000-2012). *Research on Humanities and Social Sciences* 4 (22), 184-192.
- Malik, H. Yasir. (2012). Strategic Importance of Gwadar Port. *Journal of Political Studies* 19(2), 57-69.
- Mehdi, T., Ekbal, D., Mustafa, T., & and, others. (December 2009). Profile of district Gwadar with focus on livelihood related issues. Lahore: South Asia Partnership-Pakistan.
- Mehrab, F., Qaiser, R., Ahmed, M., & Faiz , J. (2017). Makuran: Gateway to Middle East. *Balochistan Review*. XXXVII(2), 277-292.
- Mohammadzai, U. (2017). Exports to Afghanistan Find Way back to Pakistan. *The Express Tribune*. March 5, 2017. Retrieved from <https://tribune.com.pk/story/1346949/exports-afghanistan-find-way-back-pakistan/>.
- Nagma Habib, (Feb 2016). *Tujdeed-i-Wafa (Urdu)*. 1st ed. Karachi: Mehran Publishers
- Qureshi, Saba Feroz. (May 2017). Economic Challenges and Opportunities of China Pakistan Economic Corridor (Thesis)
- Rais, Rasul B. (Sept 1983). An Appraisal of U.S. Strategy in the Indian Ocean. *Asian Survey* 23(9), 1043-1051.
- Rajan, Alok (2015c). The China-Pakistan Economic Corridor: India's Options. Delhi: Institute of Chinese Studies (ICS).
- Rakisits, Cluade. (December 2015). A Path to the Sea China's Pakistan Plan. *Jahangir's Wolrd Times* 9(III), 68-71.
- Rizvi, Hasan Askari. (10 July 2013). China and Pakistan's economic recovery. *Pakistan Today Islamabad*.
- Safdar, S. (December 2014). The China-Pakistan Economic Corridor: An Assessment of Threats and Constraints. *Conflict and Peace Studies* 6(2), 1-21.
- Sama TV. (2016). PM, COAS Jointly Inspect CPEC Route. Retrieved from <https://www.samaa.tv/news/2016/02/pm-coas-jointly-inspect-cpec-route/>.
- Shah, Fahad. (2017). Does the China-Pakistan Economic Corridor Worry India? <http://www.aljazeera.com/indepth/features/2017/02/china-pakistan-economic-corridor-worry-india-170208063418124.html>.
- Subrahmanyam, K. (1974). The Interests of External Powers in Pakistan. *International Journal of Politics* 4 (3), 378-392.
- Syed, Jawad. (May 2018). "Cooperation among Business Schools along the Belt and Road: A CPEC Perspective. Retrieved From: https://marketing.lums.edu.pk/sites/default/files/researchpublication/cpec_coop_business_schools_8may18_final.pdf (accessed August 15, 2021).
- Tribune, (2018) China Rejects Speculations of Military Base in Gwadar." 2018. January 10, 2018. <https://tribune.com.pk/story/1604988/1-china-rejects-speculations-military-base-gwadar>.
- Who are the Uyghurs and why is China being accused of genocide?* (2021, June 21). BBC. <https://www.bbc.com/news/world-asia-china-22278037>.

Publisher's note: EScience Press remains neutral with regard to jurisdictional claims in published maps and institutional affiliations.



Open Access This article is licensed under a Creative Commons Attribution 4.0 International License, which permits use, sharing, adaptation, distribution and reproduction in any medium or format, as long as you give appropriate credit to the original author(s) and the source, provide a link to the Creative Commons license and indicate if changes were made. The images or other third-party material in this article are included in the article's Creative Commons license, unless indicated otherwise in a credit line to the material. If material is not included in the article's Creative Commons license and your intended use is not permitted by statutory regulation or exceeds the permitted use, you will need to obtain permission directly from the copyright holder. To view a copy of this license, visit <http://creativecommons.org/licenses/by/4.0/>.

© The Author(s) 2021.