

## ***China-Pakistan Economic Corridor: Security Concern and Role of Gwadar Port Prospect for Regional Integration***

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### ***Abstract***

China and Pakistan are willing to establish “One Belt One Road” OBOR Project that known as China-Pakistan economic corridor. This project has two major components one is overland that is known as the Silk Road Economic Belt, the other one is 21<sup>st</sup> century the Maritime Silk Road. Once this project is accomplished, it will have an incredible economic knock on the countries on its roadmap. It is expected that this project will bring peace and prosperity in South Asia. This project will integrate 2000 KM transport link Kashgar in North Western China to Pakistan’s Gwadar port and Arabian Sea close the border with Iran through roads, railway and pipeline projects. Pakistan Government has many external and internal dares for implementation of this multi dollars project. This project is a game changer that will change the fate of Pakistan and also helpful to make it modernize. This project will improve the trade and economy, and also will increase regional connectivity, development of infrastructure and people to people contact of both countries. Under (CPEC) projects, China invest \$46 billion after it amount exceed and \$62 billion for the development of transportation infrastructure and energy projects in Pakistan. These project will open a new outlook for Pakistan, to mold it from geo-politics to geo-economics.

**Keywords:** Belt and Road Initiative, CPEC in perspective of China and Pakistan, Security Concern

### ***Introduction***

Chinese economy growing fast as compare to other upward countries in this up to date era and influence also have been raised of china on a worldwide. China has introduced new strategies to connect the world through reducing the distance, in this way international trade and economic cooperation will be enlarged among all the countries. For that reason, china has focus on economic cooperation and infrastructure development at world level. China has established:

- Asian infrastructure investment bank and BRIC and development bank at world level
- New Silk Road economic belt at Eurasian continent level
- Shanghai cooperation organization, China-India-Bangladesh-Myanmar economic corridor
- China-Pakistan economic corridor at regional level

All are extremely substantial steps of China for regional and worldwide economic development and prosperity. Since the decade of 1990 the Chinese economy got track towards development and the viability economy of Chinese financial crises during 2007-8 have an impact on emerging economy in the world. When the world was busy in war and in front of financial crises that time China was looking on development of international trade and cooperation with other countries. Moreover, China perceived that its sustainable growth is bound with solidity of whole region so China was looking on the south Asia particularly most neighboring countries. CPEC is one intersection of that chain in which china hopeful to create for viable development and global integration. Chain is well-known with the name of “one belt one road” initiative (OBOR) or maritime Silk Road. China and Pakistan has a long history of strategic relations, since 1990 both countries relations become more close, after that both countries started cooperation in all fields like, economic, investment, trade and strategic. First free trade agreement was signed in November 2006 between two countries, that agreement was causing tariff decrease on 90% of total items that was practically implement start in 2008. Both countries were hopeful that last year to next five years’ trade will increase from \$4.26 billion. Moreover, both countries thought about to enhance trade through Gwadar port route to western china by Karakorum highway. Pak-China Economic and trade relations are gradually increasing that is positive impact on both economies, because of economic and investment ties between both countries has got affluence of developments in technology. Trade and infrastructure additionally execution of CPEC will be proved more useful for both countries.

However, till 2015 due to unquestionable reasons countries could not give it a practical outline because political, security and economic issues were the main reasons and the development of this trade route was an old idea. Efforts for implementation of this mega project were constantly going on by both countries. During the visit of president Xi jingping to Pakistan in April 2015 finally the mega project came into outline with a massive amount of investment of \$46 billion in different kind of projects, including railways track, energy, roads, oil and gas pipelines, fiber optic cables, industrial development and construction of Gwadar port. The long term projects are considered as mega investment from China ever in the history of Pakistan. Furthermore, both countries are optimistic to complete these projects efficiently and aggressively as soon as possible. CPEC project has equally significance for both countries augment trade as well as regional integration. Though this project has also a cultural aspect of the CPEC and its impact on Pak-China people-to-people contacts is examine against the backdrop of historic role played through ancient trade routes between the East and the West on the development of religious, cultural and artistic exchanges among foremost centers of civilizations of that era. In this framework, the role of the well-known Chinese Silk Road has its branches through almost the entire world.

#### ***ONE BELT ONE ROAD (OBOR) INITIATIVE***

China is going to establish a world’s biggest economic platform. Chinese imperial envoy Zhang Qian try to start the Silk Road, over 2000 years ago, it was a trade route that connected China to central Asian and the Arab world. This name was found by China’s most famous export-silk, the

development of its road was influenced the whole region for hundreds of years. The President Xi Jinping in 2013, was suggested to build a network of road, railway, pipelines, and utility grids that link China, West Asia, Central Asia, and the parts of South Asia. The One Belt One Road initiative (OBOR) creates physical connections among the regions attached with this project. The aim of this initiative (OBOR) is to establish the world's biggest platform for economic, trade, finance, social, cultural and policy cooperation. The OBOR will be beneficial for every stakeholder. The state council China was approved this plan in 2015. The initiative (OBOR) has consisted on two parts; the first part is Silk Road Economic Belt and the second one is 21 centuries Maritime Silk Road. (1)

OBOR initiative will spread to 4.4 billion populations of the world and its economic volume is US\$ 21 trillion, respectively 63 and 29 percent of world total population and economic volume (5). The plan of this corridor is to stablishing and increasing economic growth, regional cooperation, offering trade changes, energy sectors, mining sectors, transportation and political stability. The OBOR will change the image of the world and it is an open plan that would gather many regions of Asia, Europe, Africa, ocean and middle East through a combination of free trade, new infrastructure and diplomacy. (2) China Pakistan Economic Corridor (CPEC) is the progressive part of the (OBOR) Initiative. It is possible to obtain a deep understanding of the New Silk Road by looking at how CPEC is going to make advance and influence to Pakistan in its neighbor countries (3).

#### ***CHINAPAKISTAN ECONOMIC CORRIDOR (CPEC)***

Under (CPEC) projects, China will invest \$46 billion for the development of transportation infrastructure and energy projects in Pakistan. these projects will open a new outlook for Pakistan, to mold it from geo-politics to geo-economics. It contains four pillars namely, workforce development and economic progress, energy requirements, and infrastructure. CPEC projects have mega investment for the next 15 to 30 years. This time frame is important for Pakistan by the utilization of its resources and manpower. It can bring Pakistan at the line of, mainstream of global economies. If CPEC has been utilized properly, the economy of Pakistan will jump from three to four times (4).

In April 2015 Chinese President Mr. Xi Jinping came to visit in Pakistan, and both sides decided for boost of relationship towards an all-weather strategic partnership (5). During this visit, Pakistan and China signed fifty-one agreements (6). CPEC is a 'flagship project' of (OBOR) initiative and the economic & energy corridors are openly designed to encourage economic growth. It would be suitable to remark here that CPEC is a long-term broader framework with various projects, that would be accomplished in various stages through bilateral agreements approved by the both countries as a win-win equation (7).

The main part of CPEC are, Gwadar port, industrial zones, energy infrastructure, and communication infrastructure (8). The main purpose of corridor (CPEC) is to improve the well-being of people throughout the country and long-term socio-economic prosperity and political stability (9). Over the previous years the leadership of Pakistan and China has built an all-weather friendship and close political relationship. in 2015 The CPEC Council

was established together address the challenges rising in the CPEC projects (10). The China Pakistan Economic Corridor council has opened offices in both Islamabad and Beijing respectively, the aim to assist and oversee the implementation of CPEC projects (11). CPEC is also a game changer for Pakistan and whole region. It is a mega project that have ability to renovate the lives of the people in the region by opening common outlooks of co-operation and development in the field of economic integration. CPEC is the important part of the Chinese leadership and inspired idea of modernization of ancient Silk Road under the new (OBOR) initiative. It will connect the countries such as Egypt in the Middle East, European Countries and important global points in Eurasia. The network growing in the form of Land Silk routes and 21<sup>st</sup> century Maritime Silk routes will connect the regional countries through trade and economic boom in the region (4). CPEC is an important agreement between both countries China and Pakistan. It will enhance the trade and energy cooperation between both countries and will benefit to over three billion people in China, Middle East and South Asia (12).

The CPEC will be a network for the 21<sup>st</sup> century Maritime Silk Route concept for connecting about three billion people in Africa, Europe and Asia (13). As it was said by the Chinese President Mr. Xi Jinping: “The China-Pakistan Economic Corridor is located where the Silk Road Economic Belt and the 21st Century Maritime Silk Road meet (8). In 2010, China stated Kasghar, as an important transit point located on the ancient Silk Route and a doorway between China and Pakistan, as a Special Economic Zone (SEZ) with the objective to the development of Xinjiang Province of Western China into a main trading basis leading to energy and economic

integration with in Central and South Asia. The Special Economic Zone (SEZs) in the Pakistani port of Gwadar and Kashgar in China with the views of rail and road linking between projected Special Economic Zone SEZs would develop countless economic, strategic and political potential for the region (12). Russia also interested in the project and will provide them access to the warm waters (14).

### ***The ROLE OF GWADAR PORT***

#### ***History of Gwadar***

A historic context is necessary to understand the fact of Gwadar. Gwadar used by small fishermen village awaiting recently. The name of ‘Gwadar’ is a Balochi word and the meaning of this word is ‘air corridor’. Out-of-date ‘Gwadar’ was known as ‘Gedrocia.’ Alexander the Great and Spaniards also dominated Gwadar. Before it was part of the Arab Caliphate during Hazrat Umar Farooq’s period to the Umayyid Caliphate also part of the Persian Empire. Afterward Portuguese taken Gwadar during the 16th Century.<sup>8</sup> The Arabs sold African slaves in the subcontinent by the Makran coast.

Gwadar ownership has a long history from the 18th century. Gwadar was under the suzerainty of the princely state of Kalat in Balochistan. The Khan of Kalat in 1784 Mir Muhammad Naseer Khan handed over Gwadar to Sultan-Bin-Ahmad of the Al-Said dynasty of Sultanate of Oman. Gwadar used by Oman’s royal family leaders to look for political asylum to get back power in Oman throughout this period. Sultan Ahmad hold on Gwadar’s control after he returned and get back power in Oman. From 1863-69 during the British times Gwadar served as a headquarter of Assistant Political Agent and British laid down telecommunication lines in this area. Gwadar was

not a part of Pakistan when it came into existence after 1947. On March 27, 1948, the state of Kalat joined Pakistan, and Kharan, Makran, Lasbela in advance acceded on March 17, 1948, therefore demand to consist of Gwadar into Pakistan get more strength. Pakistan requested regress for Gwadar to Pakistan's region to the Sultanate of Oman and dialogue were held between Pakistan and the Sultanate of Oman in 1950s, with Great Britain as the interlocutor. The area was regress to Pakistan in September 1958 and Pakistan paid US\$ 3 million to the Sultanate of Oman and after that on December 8, 1958, Gwadar became part of Pakistan after 178 years of Oman's rule.<sup>11</sup> The announcement of the accession of Gwadar was made by Prime Minister Malik Feroz Khan Noon on September 7, 1958.

### ***Role of Gwadar Port***

Pakistan's Gwadar port is cited at the Makran coast. "Being the third largest port of the world, Gwadar port is ideally located at the doorway of Straits of Hormuz. Located on the shore of Arabian Sea at Gwadar in Baluchistan province of Pakistan, near the mouth of the Persian Gulf and close to several important sea routes" (15) through this port 20 percent of the global oil shipments pass. It is nearly 533 km from Pakistan's biggest city, Karachi and 120 km from the Iranian border, 380 km northeast of Oman across the Arabian Sea (16).

Gwadar port can be strategically used for military perspective to watch Eastern rival India's nautical occupations in the region (17). It will enable to China easy access on Indian Ocean and Arabian Sea. China will engage in nearby ports e.g. Hambantota in Sri Lanka, Chittagong in Bangladesh, Sittwe in Myanmar and some Indian political analysts thought

of a wider encirclement policy on part of Chinese. It will provide Pakistan another Maritime base remote from Indian frontiers that is crucial for the very existence of the country. "It's geo-strategic location in the Arabian Sea could facilitate electronic surveillance to monitor naval activities in the entire Arabian Sea and Indian Ocean. In fact, Gwadar port lies diametrically within the domain of Mackinder's Rimland concept which was used during the Great Game. During the time, Gwadar remained military powers' main focus in the Indian Ocean. In history, warm waters of Gwadar attracted Greeks, Arabs, Portuguese, Persians, Russians and the British (18)".

The Chinese Overseas Port Holding Company (COPHC) In 2013, is granted manage the port's operation which was previously under the Port of Singapore Authority (PSA). Gwadar port project is considered an essential link between China's "One Belt, One Road" (OBOR) and "Maritime Silk Road" (MSR) and link to northern Pakistan and Western China to set up a SEZ and extent over 152 hectares in the strategic deep-water seaport. China is proposing 80% loans in soft form and grants to develop and construct the port and adjacent sites. Gwadar will be upgraded and expanded under CPEC project and allow for docking of heavy ships with deadweight size equivalent to 70,000. For Beijing, Gwadar is necessary to understand certain geopolitical features. Security in the Strait of Malacca and stretching shores of Malaysia and Indonesia is executed by the US navy. It can be an issue of political pressure in case any future conflict of interests between Washington and Beijing (19).

As 60 percent of oil supply reaches China from Persian Gulf by ships cross over 16,000 km, Gwadar will reduce the distance to merely 5000 km. A transit route of Pakistan between China and rest of the



world by expanding and improving connectivity to fidgety Xinjiang. The impact of Gwadar, India is working to develop Chahbahar port in Iran. More than 500 Chinese workers have been working there on 24-hour basis to complete the port project. Gwadar port became fully operational and was inaugurated on 14 November 2016, by Pakistan's Army Chief Gen Raheel Sharif and Premier Nawaz Sharif.

On Oct. 29, 2016 the trade cargo departed from Kashgar on Oct 30 entered in Pakistan and on Nov 12 reached Gwadar safely pass through Gilgit Baltistan under the security provided by Pakistan Army and security agencies. The arrival of the group was termed as 'a watershed event'. The operationalization of Gwadar showed that "the Pak-China friendship cannot be seen in the context of dollars and pounds. It is much beyond that." (20). For the economic raise and development of China's before relatively underdeveloped Xinjiang province, China has adopted the strategy of 'Go West' and set up Gwadar as its basic part (21).

The Kashgar-Gwadar Economic Corridor (KGEC) has ability to produced economic strength for Pakistan and bring prosperity in the Western region of China. KGEC is a strategic plan that contemplates multibillion dollar master plan and time frame is extending to 2030. It will contain many areas of mutual cooperation, economical, technical, construction of road and rail links and fiber optic cable projects, industrial development and benefits to regional countries will enhance relations. (22)

#### ***CHALLENGES AND SECURITY CONCERN***

For CPEC implementation Pakistan facing many problems externally and internally. The Vice Director General of Policy Research Office at the

International Department of the Central Committee Communist Party of China, Dr. Luan Jianzhang observe that political unrest, security situation and managerial issues are the greatest challenges in completion of this corridor. The construction of the corridor has been strategic defined that Pakistan has expected the position of economic pivot for the whole region. This model shift in situations is a great worry for the enemies of Pakistan both inside and outside. India, Israel and the US are unhappy. For India, China-Pak Economic Corridor (CPEC) is a thorn in its paw. They are making new strategies to block the project forward march. In Delhi RAW has opened a special office and allotted \$300 million to disturb CPEC. They sudden increase of terror acts in the three restless regions and start NGOs, think tanks all trying to air misgivings and create horror psychosis (23).

Some political parties like in Pakistan Baloch nationalists, ANP, PkMAP raised objection to the CPEC project. JUI (F) and PTI showed tendency to climb the bandwagon of anti-CPEC forces. These Objections were being raised in spite of guarantee by the government that this project will arrange equal opportunities to all the provinces (24). Baluchistan is most important area of Pakistan on such location that officials hope will become one of the world's great trade routes, connecting the deep-water port of Gwadar with Kashgar city (25). Baloch rebels, who against Baluchistan specially Gwadar's development have blown up many gas pipelines, trains and attacked on Chinese engineers (26). There occasional Baloch separatists attacked on tankers carrying fuel to a Chinese company working on a mining project and kidnappings and killings of Chinese workers in Baluchistan. Gwadar port is put under the management of a Chinese state-owned

company, they particularly targeted them. Militants want to see it undeveloped (27).

Some political parties in KPK province are also against the CPEC which is a big challenge for this project. The reason behind this is changing the original plan of this corridor by the federal government which will reroute economic benefits to only Punjab province. The Western route was the original route should be followed construction road from Khunjerab to Gwadar via Mianwali, Dera Ismail Khan, Dera Ghazi Khan, Khuzdar and Turbat (28). China is interested to work first on Eastern route because of some security concerns. It is a long term plan and will cover some parts of interior Sindh, and Southern, central and northern regions of Punjab. Political parties of KPK province are opposite about changing the original Gwadar-Kashgar route and wanted that government should hold back from modifying the project (29).

#### ***SECURITY CONCERN***

With the support of American CIA, Israeli Mossad, Indian RAW and Israeli Mossad has constantly been assisting the militant and Sub-Nationalists groups in all the provinces to conduct destabilizing acts-and using terrorist and threat for the Pak-Chinese ideas of developing the CPEC. Few years ago, they kidnapped and killed many Chinese workers in Pakistan to create fear in spite of Pakistan's efforts to provide best security. The army has declared to make special force 10,000 man for defensive the development of the projects. The name of this special force is Special Security Division, will contain nine army battalion, six wings of paramilitary forces, Rangers and the Frontier Corps (24).

Western pressures and Western facilitation India creating roadblocks between China and its dream of developing the OBOR in spite of being a part of the OBOR, India has obstructed China's effort to get membership in the South Asian Association for Regional Cooperation (SAARC) that China aimed to promote its efforts for the OBOR. In Sri- Lanka, they have openly supported to block Chinese projects. Now India is creating stronger ties with Vietnam and Japan that is challenging for China over regional disputes, now Prime Minister Modi has voiced concerns over the CPEC being "unacceptable" (30) Reports received from Beijing and intelligence agencies in Pakistan that RAW and foreign intelligence agencies are organizing terrorist groups for interruption the development of CPEC project. (31)

#### ***CPEC IN PERSPECTIVE OF PAKISTAN***

China-Pakistan Economic Corridor will help Pakistan in dealing with the problems of poverty, unemployment and inequalities of undeveloped provinces. President Mamnoon Hussain during the meeting with President Xi, he said CPEC would be a game-changer for whole region by producing huge trade and economic activity, it will open new outlook of progress and prosperity for both countries and three billion of the region (32).

Pakistan will boost through China's investment \$274 billion GDP by over 15% Consistent progress and prosperity in Pakistan and also will be helpful for Pakistan to get rid the old label of 'epicenter of terrorism', 'most dangerous country' and a 'failing state'. Pakistan enjoys a fiscal situation as compared to India by decreasing its budget deficit to 4.7% of GDP in 2014 (as against India's 7%), Pakistan is competitive and cheaper as an emerging market.

Chinese Ambassador of Sun Weidong he said under CPEC all projects energy, transport, infrastructure, industrial will be helpful for all the provinces in Pakistan He said that the China-Pakistan Economic Corridor (CPEC) will connect the country with motorways and infrastructure projects (23) CPEC project will help Pakistan to overcome the energy crises. Energy obtain ability in country will recover existing industries, such as textile, and add an estimated 2 percent to Pakistan's GDP growth (33). Chief Minister Punjab, Shahbaz Sharif said that government is making serious effort to overcome on energy crisis; through CPEC project with Chinese cooperation would start generate electricity (34). Infrastructure development of roads, ports and highways will improve Pakistan's connection with all sub regions in Asia, Europe, and Africa and will remove all trade barriers and create a sound business environment in related countries (35). There are three main alignments Western alignment, Eastern and central alignment having several roads, linked through highways and motor ways being the part of this project. The Western alignment will open the door of prosperity and progress in Baluchistan and KPK. Chinese investors will open manufacturing units that will create jobs opportunities in these areas. China is going to participate a biggest foreign direct investment (FDI) in the history of Pakistan, the country which has been facing economic uncertainty since 1970's (7) Establishing of Gwadar port will be discovered oil and mineral resources of the Baluchistan province and also will increase the economic position (4). Gwadar port situated on the Baluchistan shore is expected to inspire investments, and will increase trade flows and serve as a regional center for commercial transportation that could encourage the geostrategic milieu of the region. Pakistan will obtain incomes in transit fees in

addition to the Gwadar sea port being situated at the cross roads of the three regions namely- West Asia, Central Asia and South Asia (36).

### *CPEC IN PERSPECTIVE OF CHINA*

China will enter to warm waters of Indian Ocean through Pakistan as opposite to using long SLOCs of East China Sea with impedance from India. This corridor will provide shortest route and will decrease the distance from 10,000 KM to 2500 KM only. The KGEC will provide shortest route of China 2500 km to Gulf States, in Eastern China the ports provide a route of 4500 km and further distance of 10,000 km from the energy corridor of Strait of Hormuz. (37)

There is advantageous move by China that's "Look West Policy" which will end in major developments in Asia's future. China is opened to ocean solely from one aspect that's the East of country and inland kind different 3 sides. Therefore, Chinese Premier Zhu Rongji highlighted the thought that gap up the West of country and developing it'll generate trade and tourism. During this background China's main aim is to develop its comparatively backward region specifically Xinjiang that is restive as a consequence.

This passageway won't solely bring peace and stability however conjointly use of this province for the aim to gets additional energy and trade group action with wealthy central Asian. Presently China is obtaining hour of energy from its coal that has serious environmental hazards. Thus in future energy combine can amendment, to fulfill its energy China is trying towards geographic area Oil resources, so this route will provide oil import route. With the revival of "New Silk Route" the Chinese



leaders are framing their domestic, foreign economic and trade plans (38).

CPEC can play a key role in improvement of the objectives of China's policy aimed for linking infrastructure measures by establishing a "New Silk Road" (One Road) running through Central and South Asia yet on produce a "Maritime Silk Road" (One Belt) within the ocean (39). Chinese arrange of gap and development of its inland Western regions in line with its walk towards Westward Policy (40).

CPEC is an alternate to the Strait of Malacca. The South China Sea, Strait of Malacca route has been quarrel among China and South-east Asian countries. China largest imports of its oil supply via the Strait of Malacca, so if other East Asian countries make alliance against China, then they can impose naval barrier on the narrow Strait of Malacca and could block China economically (41). A term being used "String of Pearls policy" to express a series of Sea Ports of countries like Burma and Pakistan, Sri Lanka, Bangladesh has been measured strategic venture to prevent India (42). The CPEC is considered shortest route of Chinese energy imports from the Middle East about 12,000 Km it will link the underdeveloped Western region of China to the Gwadar port of Pakistan that is situated on the Arabian Sea (43).

The CPEC will offer the China to Pakistan and Afghanistan rich areas of mineral resources for energy security. CPEC will provide the Chinese contiguity to the oil and gas of Iran, the unused gas reserves of Afghanistan, and unexploited gas, oil and mineral resources of Baluchistan in Pakistan (44).

#### ***Recommendations***

- All political parties should communicate and full support for the completion of China Pakistan Economic Corridor.
- All political parties should be amalgamated and resolve their issues and take action for their reciprocal benefits.
- The government and all provinces should work together for the business, cultural development, economic, and also to create a peaceful environment in the country.
- The government should share details of CPEC projects with political parties of all the provinces.
- The government should talk about the challenges and benefits of this multi-dollar project with all the provinces.
- The Pakistani government should make available full maintain and support to foreign workers in CPEC projects.
- The government should provide security for all workers who are working on different projects of CPEC.
- The government should not holdup work on CPEC because any delay can create a gap to the terrorists and militants to generate hurdles in the unwrinkled construction of this project.

#### ***Conclusion***

After a comprehensive discussion about different features of CPEC, it can be bringing to an end that CPEC is not only a project but it is a sign of positive change for Pak-China region and for the rest of the world. Undoubtedly CPEC is most imperative for Pakistan with the purpose of develop internal infrastructure, prevail over energy crises, to attain industrial development and to boost geographical significance in the world through Gwadar port. After

working of Gwadar port will make Pakistan to come into view as regional transshipment hub. So Pakistan government contemplate CPEC as a national project. furthermore, Pakistan is geographically to be found in an ideal location linking to landlocked Central Asian Republics (CAR), South Asia and China, and this is useful for regional connectivity. For all regional economies CPEC is a great opportunity. In course of china CPEC has enormous importance in different features throughout CPEC china can counter the US dominancy in Asia through perk up economic conditions and security stability in the region. one more Chinese anxiety about CPEC is to find a substitute of Strait of Malacca, that is more hazardous and costly route of trade for china (45). Moreover, china needs to develop it's under developed North-West province Xinjian. Actually CPEC itself is send back as part of Chinese grand dream of "one belt one road" strategy. The purpose of CPEC is to reduce distance, intensify trade and economic cooperation along with countries. in addition, CPEC will not only have an effect on the trade and economic development also will be helpful for tenable peace and prosperity in the region. Moreover, for successful finishing point of CPEC the governments of both countries should upswing people to people contact through higher education exchange programs, cultural, seminars and interactions programs in the course of media and next to that should make all arrangements for overall fulfillment of OBOR plan (46). when all's said and done, at this stage CPEC needs cooperation and full-support from all individual whether internal or external in both countries. Which can be obtained through recognition of significance of CPEC in both countries over and above in other regional economies, especially most neighboring countries.

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