

Received: 28 May 2024, Accepted: 15 June 2024

DOI: <https://doi.org/10.33282/rr.vx9i2.51>

Pakistan's Geopolitical Role: Analyzing the Impact of CPEC

¹Fatima Gul, ²Dr Zarmina Baloch, ³Dr Sadia Fayaz

1. BS student session 2018-2022, Department of Political Science, Shaheed Benazir Bhutto Women University Peshawar
2. Assistant Professor, Department of Political Science, Shaheed Benazir Bhutto Women University Peshawar
3. Assistant Professor, Department of Political Science, Shaheed Benazir Bhutto Women University Peshawar

ABSTRACT

This study looks at the Pakistan's emerging geopolitical role in the framework of the China-Pakistan Economic Corridor (CPEC). It is a flagship project under China's Belt and Road Initiative (BRI). CPEC aims to connect Gwadar Port in Pakistan to China's Xinjiang region as an investment venture, strategic infrastructure and fostering regional economic integration. This paper explores the inferences of CPEC on Pakistan's economic development, foreign policy and regional security dynamics. Furthermore, it investigates the impact of CPEC on altering Pakistan's relationships with China and key regional and global players. The analysis of this work considers the domestic economic, social and political, impacts of CPEC, also considering energy production, infrastructure development, and employment generation. The study concludes with suggesting policy measures to maximize the profit of CPEC.

Introduction:

China-Pakistan Economic Corridor (CPEC) would benefit Pakistan and its commercial markets travel along the land route to reach Central and West Asia as well as Europe. CPEC through the water route will connect Pakistan to Africa and the Middle East through the maritime Silk Road. In order to assist stabilize the global trade market and preserve Chinese economic development, the Chinese government said in 2013 that it will resurrect the historic Silk Road. Hence, the Belt and Road Initiative (BRI) is the name of an economic growth strategy that focuses mostly on commercial connectivity (BRI). This

ground breaking initiative through regional connection would encourage economic development by increasing business opportunities and delivering new employment to the region of Africa, European and the Asian continent (Wei, L. T. 2016). Therefore, it is anticipated that the BRI would increase China's political influence in the area. Yet, Chinese State depicts BRI as an economic diplomacy policy of President Xi Jinping, in line with Chinese idea of Harmonious and integrated World, in order to increase China's economic power keeping its image and role of soft power intact (Frankopan, P. 2017).

The first components that comprise BRI on are The Silk Road as an Economic Belt "which would connect China with Central Asia, Eastern Europe, and Western Europe. It is mostly land-based. The "21st Century Maritime Silk Road" is the name of the second one "which has a maritime foundation and is anticipated to extend from China's southern coast to the Mediterranean, Africa, South-East Asia, and Central Asia. The names are ambiguous because the "Road" is a marine route while the "Belt" is actually a network of highways (Wei, L. T. 2016).

The primary BRI corridor, CPEC (China Pakistan Economic Corridor), was launched during Chinese President Xi Jinping's visit to Pakistan in 2015. It is a \$46 billion megaproject that combines investments in energy projects worth roughly \$30 billion and road and rail infrastructure of about \$11.8 billion. To boost commerce and transportation between Pakistan and China, new roads and train lines are being built from the deep-water port of Gwadar in Baluchistan, Pakistan, to Xinjiang region, China. CPEC also includes investments in Pakistan and China's communication networks Malik, A. R. (2015, December 07).

China and Pakistan both the states gains economic potential is provided by CPEC. Due to Pakistan's strategic proximity to both the Indian Ocean and the Persian Gulf, China will be able to provide a secure alternative to the Strait of Malacca for its maritime trade. Along with being lengthy, the Strait of Malacca serves as a trading route for hostile Chinese nations like Japan. Along with Japan and several Southeast Asian nations, China is already embroiled in maritime sovereignty conflicts because to their proximity to the Strait of Malacca. Consequently, China will have a new, more secure route for trade due to CPEC in the Indian Ocean region (Small, A. 2016). Through the seaport of Gwadar in Pakistan's Baluchistan, the CPEC will give China access to the Middle East and Africa, which are both continents with sustainable power. Regional States including an, Egypt, and

Afghanistan to improve communication and trade in their area expressed their willingness of joining CPEC.

Resultantly, CPEC is viewed as a "lifeline" and "game changer" for both China and Pakistan. Moreover, it will mark a turning point in Pakistan-China relations history and strengthen the two nations' already cordial ties (Ling, Y. 2013, May 23).

While Pakistan and China are optimistic about the CPEC's inclusive potential, the United States, India, and some European States are worried about the project's potential to envelop Pakistan with Chinese influence. There is a perception that the CPEC will have an adverse impact on relations between Pakistan and the US as well as Pakistan and India because Washington and New Delhi are hostile to it (Shakir, A. R. 2020, August 29). Critics also contend that China will exert greater political and strategic sway in Pakistan, particularly over the country's domestic politics and economics (Baruah, D. M. 2018, August). Beijing and Washington are in a power struggle over who may influence Islamabad's foreign policy decisions as a result of China's expanding influence in Pakistan (Ali, S. M. 2020, December 1). A portion of Pakistani society is worried about how the CPEC may affect Pakistan's politics, geography, and security. There are several perceptions regarding CPEC, people of Pakistan perceive that regardless of external dimensions, the ultimate fate of the CPEC fate completely depends upon the commitment from the State of Pakistan and its ability of fulfilling its side of the bargain. Resultantly, it is believed that CPEC may profoundly affect both the domestic politics and economics of Pakistan in addition to having an impact on its foreign policy (Rashid Malik (Eds.). (n.d.).2016).

Nevertheless, this study first examines Pak-China collaboration in several areas under the CPEC regime before examining how CPEC can have an impact on the region's politics and economy. This is done in order to analyze all of the views indicated above. Because Pakistan borders Afghanistan and Iran on its western and south-western borders, respectively, this article evaluates the benefits for Pakistan, China, Afghanistan, and Iran if regional connectivity under CPEC were to be completed. The study also looks at how Pakistan's citizens are affected politically and economically, either directly or indirectly.

The China Pakistan Economic Corridor (CPEC), a major initiative of the Belt and Road Initiative, has already cost \$62 billion (Malik,2015). Development of Pakistan's economy and expansion of Chinese trade in the area are the two main goals of CPEC. On November 13, 2016, the first Chinese commercial effort along the Silk Road became a reality (BRI).

It combines several projects, such as the Gwadar Port seaport, transportation projects, energy projects, and technology collaboration with Pakistan. In 2015, while Pakistan's Nawaz Sharif government was in office, CPEC was formally established. The initial investment in CPEC was \$46 billion, but in 2017, countries in West Asia and Africa as well as Pakistan's port of Gwadar doubled its value.

While both the Nations are aspired to construct a transportation network between the Himalayan Mountain and the deep Arabian Sea, the idea for connection between Pakistan and China was first put out in the 1950s. About this, building of the Karakoram Highway was started in 1959 and finished in 1979. The concept of linking China and Pakistan received a new push in 1998. Pakistan proposed the "Kashgar-Gwadar Rehabilitation Road Plan" for the development of the Gwadar Port in Baluchistan in 2004 while President Musharraf was in office (Pakistan) (Naithani, N., & Agarwal, P. 2023). There is now a paved road from Gilgit, Pakistan, to (a town in Xinxiang, China) when construction was finished in 2006; however, General Pervaz Musharraf's government had to halt further development on the project due to Pakistan's rising political unrest and deadly religious extremism (Kasuri, 2015 ,pp.05-10).

Pakistani government proposed changing the name of the "Kashgar-Gwadar Rehabilitation Road Plan" changing to "China-Pakistan Economic Corridor" (CPEC) while Chinese Premier Li Keqiang visit to Pakistan in 2013. An outline of agreement for regional cooperation between Pakistan and China was also inked during this visit (Pakistan Today, 2013). Following the occasion, Pakistan's President Mamnoon Hussain travelled to China in February 2014 to explore ideas for launching CPEC projects there. Similar to this, in April 2014, Nawaz Sharif, the prime minister of Pakistan (2013–2018), met with Premier Li Keqiang of China in Beijing to discuss how to advance different CPEC programs. As part of CPEC, China declared that it will spend up to \$45.6 billion in Pakistan for a variety of Infrastructure projects for transportation, energy, sharing of technology, and other areas of the economy Dawn. (2014, November 08). Pakistan, China ink 19 agreements on energy, basic infrastructure (Daily Dawn: January 11, 2020).

Furthermore, Chinese President Xi Jinping stated while his visit to Pakistan in April 2015, that: "*Despite the fact that this would be my first visit, I already feel as though I am going to my own brother's house*" (DAWN, 2015). China and Pakistan announced an agreement on April 20, 2015, to begin investing up to \$46 billion in Pakistan, including some "Early

Harvest" projects " (Fast traced projects) totalling \$28 billion which by the end of 2018 will be completed (DAWN, 2015).

Geographical Significance of Pakistan:

Geostrategic and geopolitical studies emerge when a state learns how to use its geography to the best of its political, economic, and strategic interests. Geographical qualities of a state offer opportunities to take and dangers to avoid.

Islamic Republic of Pakistan in Geographical Region

The country of Pakistan, which gained independence on August 14, 1947, is known as the Islamic Republic of Pakistan in official documents.

Position of Pakistan

- The location of Pakistan has a great importance in the World politics and trade.
- Pakistan is in the middle of the muslim nations in the world due to its geographic location. Pakistan is situated in the middle of a long chain of Muslim countries. Spreading from Indonesia in the extreme east, west of Morocco.
- It is one of the most powerful Muslim nations. It has best army among Muslim countries. Many Middle Eastern countries armies get training from Pakistani soldiers.
- It is at a good place among producers of agricultural products. It's the 3rd largest producer of cotton in the world.
- It is the only nuclear muslim state. It is an open fact that Pakistan is the axis and center of the hopes and aspirations of the muslim ummah.

Location

The location of Pakistan has a great importance in the world politics and trade. Pakistan is located between latitudes 24 and 36 and longitudes 61 and 75. Its area is 796096 square kilometres, and its population is 20 crores and 78 lac (2017 census report, rounded to nearest lacs) (Maab, H., Hussain, S., Ayaz, M., & Zaman, A. 2021).

Boundaries:

Pakistan has a 2612 km long western border with Afghanistan that is its longest border of Pakistan also called "Durand Line." Pakistan and Iran are divided by a 909 km long border in the south-west, and Pakistan and India share a 2100 km border in the east. Furthermore, it shares six hundred km long Pak-China boundary cuts across the high Karakorum Range in the north. This boundary line separates the Muslim majority Chinese province of Sin

Kiang (Xinjiang) from Pakistan northern areas of Gilgit and Baltistan. The coastal area of Pakistan is about 1059 km long in the south of Pakistan.

Geo-Strategic Situation of Pakistan

Position of Importance in the Muslim World

Pakistan's geographical position places it in the midst of the world's Muslim countries. From Indonesia in the Far East to Morocco in the west, there is a lengthy chain of Muslim nations that includes Pakistan in the midst. In acknowledgment of its prominent position,

Significance in Global Politics

Post, two years after the Second World War ended, Pakistan was incepted. The USA and the USSR became superpowers in the post-war era. These two nations bravely struggled to gain the support of the world's less developed nations and to broaden their areas of influence. Pakistan made the decision to support the American alliance during this time, which is known as the "Cold War Period." Pakistan joined the group of nations the US organized to counter alleged "Russian expansionism" due to its geopolitical location. Moreover, Pakistan joined the US-led CENTO and SEATO (Khan, M. A. 1964, January 1). anti-Russian military alliances. Pakistan's decision of Joining CETO & CENTO was

justified on the grounds of protecting Pakistan from potential Indian threat (Anwar, Z., Rasool, S., & Khan, M. I. (2022). Notwithstanding the pros and cons of this policy, Pakistan's strategic location was the only factor that allowed her to reach this position of exceptional importance in international affairs.

Non-alignment approach:

Pakistan In the early 1960s realized that the stressed relations between China and Soviet Union and the détente between Soviet Union and United States of America would lead towards ineffective military alliances. Furthermore, advancement in the rocket science and intercontinental missile with the adoption of a non-alignment approach, Pakistan's standing among countries in the Third World started to rise. As a result, Pakistan felt a need to reshape its foreign policy in order to get increased support for multilateralism and to be considered for joining the Non-Aligned Movement (Anwar, Z., Rasool, S., & Khan, M. I. 2022). At the Havana Conference of non-aligned nations in 1979, the president of Pakistan at the time was chosen to represent the Muslim world. He was given the chance to speak before the UN General Assembly in 1980 on behalf of all Muslims throughout.

Anti-Communist Stance:

Despite its limited resources, Pakistan vehemently opposed Soviet Union expansion intentions and resisted Russian incursions into Afghanistan. USSR, the Super Power collapsed in 1991 as it was facing too many internal and external issues (Zickel, R. E. (Ed.). 1991).

Hub for Trade Routes and Transportation

Pakistan is situated on a globe map in a highly important region. Its location puts it in the midst of the rail and road networks that link Iran, Turkey, and Europe with countries in the Far East. The airports and ports in Karachi are an important centre for transit between European and Asian countries. The warm water seaports of Pakistan are open all year round.

An outlet for Landlocked Central Asian Nations and Afghanistan:

Pakistan was founded during a time when the Supreme Soviet Empire held sway over international events. The Soviet Union controlled more land than any other state in the world. The Soviet state of Tajikistan, which had no borders with the Soviet Union, was just

20 km away from Pakistan in a region known as "Wakhan." Soviet Union withdrew its soldiers from Afghanistan in 1989 as a result of its loss at the hands of Afghans. In the end, the Soviet Empire fell apart in 1991, and the states that were once a part of it were freed.

The most significant of these nations is Russia (Ostermann, C. F. n.d.).

The former Soviet Union was home to several republics with a majority of Muslims; the most significant of them are Tajikistan, Uzbekistan, Turkmenistan, Kazakhstan, and Kyrgyzstan. The Central Asian Muslim States collectively refer to these Muslim-majority countries. All of these Muslim nations including Afghanistan are friendly neighbours of Pakistan. Islam's bonds of fraternity bind us together. Afghanistan and the majority of these nations lack access to the sea since they are landlocked. The former Soviet Union's coasts are extremely cold, and the water in the seas nearby is always frozen, making sailing impossible or very difficult for just a few months of the year. No country in the world can maintain a positive trade balance without the use of maritime trade infrastructure since shipping commodities by water is the most affordable method of doing so. Pakistan has been given the gift of warm water seaports by nature. Karachi and Port Qasim are two excellent seaports that Pakistan maintains. In addition, Gawadr port is described by the Gwadar Special Economic Zone, a floating liquefied natural gas facility and an enthusiastic ability to promote and enhance CPEC interests. Additionally, linking the port to the Khunjerab railway in order to set up a transportation route with industrial hubs within the vicinity are Future propositions included with its benefits. (Naeem, F. 2024, February 6). Ketty Bandar an oldest port of Pakistan and Gawadar are two other seaports that are in the planning stages. Particularly, the Gawadar port project is moving very quickly (ibid).

Pakistan provides Afghanistan and the Central Asian States with transit trade facilities, much like it did during the era of the defunct Soviet Empire. Goods are first unloaded from ships at Pakistan's seaports and then put onto trucks to be transported to Afghanistan, Russia, and other Central Asian nations. A significant network of motorways was constructed in the latter decade of the 20th century with the goal of enhancing and increasing the transportation options. The huge joint venture CPEC was started by China and Pakistan in 2013. The China-Pakistan Economic Corridor, which runs from China to the port of Gwadar (Naeem, F. 2024, February 6), is expected to be completed with a

support infrastructure of roads, power plants, and processing facilities.

To benefit Pakistan, the CPEC will result in a significant geopolitical gain because it will encourage Pakistan and its trading markets to access China, central Asia, west Asia, and Europe via land routes, while on the sea routes, the CPEC will link Pakistan to Africa and the Middle East via the maritime Silk Road. The location of Pakistan is excellent from a political, economic, and geopolitical standpoint. During the past 20 years, it has been the centre of activity for major powers. Its importance was further increased during the Cold War when it joined the US in its goal of containing the USSR, and now the post-Cold War era has seen its influence, especially in light of the 9/11 attacks.

Although China is in need of energy resources, China can access the Indian Ocean and the Arabian Sea via Karakorum, but India and China cannot. Iran and Afghanistan serve as a bridge between South Asia and South West Asia. With a 9% economic growth rate, China is focusing on expanding its southern regions because Gwadar is just 2500 kilometres distant whereas Sinkiang's own port is 4500 kilometres away. Compared to Turkey or Iran, Pakistan provides CARs the shortest route at 2600 kilometres (5000km). Afghanistan, which is landlocked and currently in the reconstruction phase, travels through Pakistan. The deep seas of Gwadar Port draw commercial ships from South East Asian nations, China, and the CARs (Xinhua, May 19, 2023).

Iran is having difficulty selling its excess gas and oil to eastern nations. The projects for the Qatar Pakistan and Turkmenistan Pipelines demonstrate the situation. If IPI is successful, Pakistan will receive 400 million dollars per year. There are several mountain ranges that provide water and natural resources, such as the Himalayas and the Hindu Kush in the north.

Pakistan's powers' proximity:

- Pakistan is situated at the meeting point of China and Russia, two powerful countries.
- Any partnerships between major international nations increase their importance. Pakistan has made use of this element in the aftermath of 9/11.
- While Pakistan is fighting terrorism on the front lines, security and business are the US's two principal objectives in the area.

Doorway towards central Asia:

- The heart of fresh, fantastic games lies in Central Asia.
- Resource requirements in the West.
- Following the USSR's collapse (politics and oil).
- Pakistan has relationships to several Middle Eastern countries.
- Oil shipments are affected by Pak.
- Iran is having difficulty selling its excess to nations in the east.
- Pakistan is situated in the centre of a region with abundant energy.

As a Muslim Nation:

Pakistan is at the centre of the map of Muslim nations. As a result, it may take part actively in the resource transportation and economic development activities of the Muslim world.

CPEC:

- Coast was 46 million dollars, but it is now just 62 million dollars.
- Road network linking Pakistan's Gwadar with the Chinese city of Kashgar in the Gulf.
- The shortest Path for China in the Middle East is through the CPEC-foreign policy trade route.

Gwadar Port:

China is actively indulged in multiple initiatives aiming at developing and transforming Gawadar into a viable commercial port, the Gwadar Port is currently in partial operation between Pakistan and China. These activities would result in the development of critical infrastructure like the New Gwadar International Airport and the Gwadar Eastbay Expressway. financial support for these projects are provided by China, extending a US\$230 million grant for the airport and US\$140 million interest-free loan for the expressway (News International, September 23, 2015). The closest water route to central

Asia and the heart of the CPEC.

It is located on the Arabian Sea coast, 533 kilometres from Karachi and 380 kilometres from Oman (Sheir. (n.d.). *Gwadar, Pakistan*). It is Pakistan's third-largest maritime port and has strategic and economic significance.

Persian Gulf:

- Iran, the United Arab Emirates, Saudi Arabia, Qatar, Kuwait, and Iraq round the Persian Gulf. The "Strait of Hormuz" and the "Gulf of Oman," which together represent the largest natural gas resource in the world, are accessible from Gwadar Port.
- Pipeline between Turkmenistan, Afghanistan, Pakistan, and India (TAPI): The TAPI pipeline, which distributes natural gas from the "Caspian Sea" to Turkmenistan, Afghanistan, Pakistan, and India, was built in December 2015 and will be operational by 2019.
- Greatest natural gas reservoir in the world.
- Simple access to nations with abundant energy reserves.

Tapi Pipeline:

Turkmenistan, Afghanistan, Pakistan, and India The TAPI pipeline, which distributes natural gas from the "Caspian Sea" to Turkmenistan, Afghanistan, Pakistan, and India, was built in December 2015 and will be operational by 2019.

Pakistan Iran Gas Pipeline:

- PAKISTAN IRAN GAS PIPELINE, sometimes referred to a "Peace Pipeline". in January 2013 Pakistan ratified the agreement and work on the pipeline officially commenced in March 2013. (Siddiqi, A. 2024, April 1).
- The United States' anti-Iran position led Pakistan to abandon the project.
- Nevertheless, since the US-Iran nuclear accord, things have altered.

China-Pakistani Brotherhood

- Relationships are strong and have been since 1949.

- Both provide unconditional support to one another.
- Pakistan benefits from being a United Nations member.
- China sent aid throughout the conflicts of 1965 and 1971.
- Karakoram Roads

An Important Part of the Muslim World

The centre of the map of Muslim countries is where Pakistan is placed. To the west of Iran, China touches North Africa. As a result, it might contribute to resource transportation, economic growth, and most importantly the war against terrorism in the Muslim world.

Nuclear power:

The fact that Pakistan is the only Muslim country possessing nuclear weapons has a big impact on the region's politics, socioeconomics, and ability to sustain the status quo.

Consequences & Recommendations:

Pakistan serves as a transportation hub and a state that actively fights terrorism.

The China-Pakistan Economic Corridor Project, a supporter of the rapidly expanding Chinese economy, will aid in the development of Pakistan's infrastructure, strengthen its economy, and create millions of much-needed jobs.

Political Consequences

The nationalist political parties have a variety of concerns about the CPEC projects, including the Gwadar Port, the Western Corridor, and the possibility of unfair funding and Implementation. Let's look at the complaints of federating units and nationalist leaders briefly:

It is perceived by Pakistani people that after the CPEC's Gwadar port is open, it is projected that the city's growing Chinese population would draw in almost two million people over the course of the following ten years. They claim they will become a minority in their own country if Baluch nationalists and those waging a violent battle for

independent Baluchistan don't succeed (Small, A. 2015). They also believe that their resources and territory would once again be taken from them by outsiders; hence they have some concerns about Gwadar and the "Gwadar Eastbay Expressway". Baluch nationalist militants who are allegedly supported by foreign governments and Pakistani security forces are conducting bloody war against them. This perception is mostly dominated by the non supporters elements who halt the way of Pakistan's economic success.

The Western Corridor issue has been raised by provinces and nationalist political organisations since it is also the quickest route between Gwadar Port and China's special Economic zones (SEZ) in Kashgar. Moreover, Pakistan and China's new venture i.e CPEC is criticized since it was launched in 2013. The world apprehensively looks at Pakistan China being indulged in geo-economic relations rather than geo-political. Making it more challenging to the existed global order. (Ashfaq, E., Liaqat, B. B., Waseem, M., & Ali, A. 2024).

Pakistan accuses India of supporting local nationalist insurgencies that are hostile to the state there (Shafiqat, S. 2017, February 08). Mahmood Khan Achakzai, addressed the audience that without Afghanistan's peace and stability and its diplomatic links with India, any hope for peace and prosperity in the region, particularly in Pakistan, would be idealistic (CPEC and the Baloch Insurgency. Retrieved May 02, 2020, from The Diplomatic: The leader of the PKMAP (Pakhtunkhwa Milli Awami Party), He maintained that "the peace and security in the area rely on the success of CPEC or any other development and investment strategy" (Dawn, 2018).

As a result, while CPEC is projected to benefit Pakistan's economy, it also presents a number of local and international political Challenges. Political difficulties may be significant, while others may not. However, the crisis is and must in future handled peacefully and with more judgement rests on Pakistan's political and military leadership.

Punjab's Eastern Corridor has been built and is currently in use. Major city-connecting parts are all functioning and useful. Moreover, Baluchistan's political issues might be resolved if CPEC projects are appropriately distributed among the federating units, as certain leaders from Baluchistan and Khyber Pakhtunkhwa have requested, and Khyber Pakhtunkhwa will also benefit financially. The CPEC project's discrimination has drawn criticism from the Baluchistan National Party-

Mengal Group (BNP-M).

The governments of Pakistan and China must promote an Afghan administration that is supportive of both Pakistan and the CPEC in order to link the CPEC to Central Asian states. Also, both nations should work together to maintain stability and peace in Afghanistan.

Furthermore, The Pakistani government may investigate ways to close the gap in its present trade with China between a huge list of imports and a limited list of exports. Additionally, Joint ventures between Pakistan and China need to developed to transfer of skill and technology. Although knowing Different language will give you the greatest advantage in receiving benefits from CPEC projects, the Pakistani government should also take steps to advance Urdu as the country's official languages.

Conclusion:

The policy continuity despite of having political transitions moreover, promoting cultural relations and mutual understanding Pakistan and China must focus on considering all internal and external challenges to avoid any halt to the realization and recognition and of the developments and geo-economic growth. Additionally, geo-economic to geostrategic prospects presented to Pakistan and China depends on their commitment to their respective roles to be played in implementation of CPEC projects. Similarly, such transformative and supportive act would guarantee enhanced and improved application along with accomplishment of the growth and expansion in Pakistan and China relationships and would prove to be the is a game-changer in the region.

References:

Ahmar, M. (2015). Strategic meaning of the China-Pakistan Economic Corridor. *Strategic Studies*, 35-49.

Akhtar, S. (2018). Historical importance of District Rajanpur. New York: Crimson Publishers.

Ali, S. M. (2020). China's Belt and Road Vision: Geo-economics and Geopolitics London and New York: Springer.

- Anwar, Z., Rasool, S., & Khan, M. I. (2022). The Non-Aligned Movement and Pakistan in historical perspective. *Pakistan Journal of Social Research*, 4(3), 335-340. <https://www.pjsr.com.pk>
- Ashfaq, E., Liaqat, B. B., Waseem, M., & Ali, A. (2024). CPEC as a game changer for Pakistan: A critical analysis. *Research Journal for Societal Issues*, 6(2), 460-468. <https://doi.org/10.56976/rjsi.v6i2.240>
- Aneel, S. S. (2017). CPEC: Macro and Micro Economic Dividends for Pakistan and the Region. Islamabad: Islamabad Policy Research Institute and Hanns Seidel Stiftung.
- Baruah, D. M. (2018, August). India's answer to the Belt and Road map for South Asia. *Carnegie India*, 15-33.
- Frankopan, P. (2017). *The Silk Road: A New History of the World*, New York Vintage.
- Baruah, D. M. (2018, August). India's Answer to the Belt and Road: A Road Map for South Asia. *Carnegie India*, pp. 15-33.
- Chaisse, J. (2019). *China's International Investment Strategy*. London: Oxford University Press.
- Debnath, M. (2017). *Strategic Implications of the China-Pakistan Economic Corridor*. Munich: GRIN Verlag.
- Devasher, T. (2019). *Pakistan: The Balochistan Conundrum*. New Delhi: HarperCollins Publishers India.
- Dorsey, J. M. (2018). *China and the Middle East: Venturing into the Maelstrom*. London and New York: Springer.
- Khan, M. A. (1964, January 1). The Pakistan-American alliance: Stresses and strains. *Foreign Affairs*. <https://www.foreignaffairs.com/articles/asia/1964-01-01/pakistan-american-alliance>
- Maab, H., Hussain, S., Ayaz, M., & Zaman, A. (2021). Analyzing Pakistan's geostrategic location since America's led War on Terror. *Webology*, 18(5), Article 2533. pp. 2533-2542. <http://www.webology.org>

- Naithani, N., & Agarwal, P. (2023). Overview of Karakoram Highway/CPEC connectivity to
- Naeem, F. (2024, February 6). Anchors aweigh: Pakistan's seaports in the global trade paradigm shift. *Paradigm Shift*. <https://www.paradigmshift.com.pk/pakistan-seaport/>
- Ostermann, C. F. (n.d.). Introduction: New evidence on the war in Afghanistan. *Cold War International History Project Bulletin*, 14/15, 139-192.
- Rashid Malik (Eds.). (n.d.)(2016). Impact of Gwadar Port on the Economy of Pakistan under the China Pakistan Economic Corridor Ahmad. China-Pakistan Economic Corridor: A game changer. The Institute of Strategic Studies Islamabad. ISBN 978-969-8772-02-4,pp. 110-130.
- Sajid, H. U. (2015). CPEC: A Boluch Perspective. International Conference on CPEC. Lahore.
- Small, A. (2016). *The China-Pakistan axis: Asia's new geopolitics*. Oxford University Press.
- Ling, Y. (2013, May 23). Li Keqiang urges development of China-Pakistan economic corridor. *South China Morning Post*. <https://www.scmp.com>
- Wang, D. (2018). *Multilingualism and Translanguaging in Chinese Language*. London and New York: Springer.
- Wei, L. T. (2016). *China's One Belt One Road Initiative*. Imperial College Press.
- Xinjiang and Gilgit Baltistan. *Journal of Mountain Research*, 18(1), pp. 167-170.

<https://doi.org/10.51220/jmr.v18i1.17>

Articles:

Ali, S. M. (2020, December 1). The U.S.-China strategic rivalry and its implications for Pakistan. *South Asia*. <https://www.stimson.org/2020/the-u-s-china-strategic-rivalry-and-its-implications-for-pakistan/>

ADB. (2015). Baluchistan Economic Report. Retrieved May 05, 2020, from Asian Development Bank (ADB)

<https://www.adb.org/sites/default/files/projectdocument/68721/39003-pak-tar.pdf>

BRI. (2019). Karakoram Highway. Retrieved February 02, 2020, from Belt and Road Initiative: <https://www.beltroad-initiative.com/karakoram-highway/>

China Supports Building Cross-Caspian Sea Transport Corridor: Xi,” (Xinhua, May 19, 2023).

Chinese-Embassy. (2018, December 29). Latest progress on the CPEC. Retrieved January 02, 2020, from Embassy of the Peoples Republic of China in the Islamic Republic of

Pakistan: <http://pk.chineseembassy.org/eng/zbqx/t1626097.htm>

China converts \$230m loan for Gwadar airport into grant. (2015, September 23). The News International.

CPEC. (2019). CPEC Gwadar projects. Retrieved January 10, 2020, from Pak-china Economic Corridor: <http://cpec.gov.pk/gwadar>

CPEC. (2019). Highway Network of CPEC. Retrieved January 05, 2020, from Pak-China Economic Corridor: <http://cpec.gov.pk/map-single/1>

CPEC. (2019). KKH Phase II (Thakot -Havelian Section). Retrieved January 10, 2020, from Pak-China Economic Corridor: <http://cpec.gov.pk/map-single/2>

Malik, A. R. (2015, December 7). A miracle on the Indus River. *The Diplomat*.

<https://thediplomat.com/2015/12/a-miracle-on-the-indus-river/>

CPEC and the Baloch Insurgency. Retrieved May 02, 2020, from The Diplomatic: The leader of the PKMAP (Pakhtunkhwa Milli Awami Party)

Shakir, A. R. (2020, August 29). CPEC: Clearing concerns and combating confusion. *The News*. <https://www.thenews.com>

Sheir. (n.d.). *Gwadar, Pakistan*. https://sheir.org/edu/gwadar-pakistan/#google_vignette