

**CHINA PAKISTAN ECONOMIC CORRIDOR
(UNDERSTANDING CONSTRAINTS AND SUGGESTING VIALBLE
APPROACH TO ACHIEVE FAVORABLE END STATE)**

By

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Abstract

The China-Pakistan Economic Corridor (CPEC), the latest venture in a history of bilateral economic cooperation, with a \$46 billion investment in energy and infrastructure development in Pakistan is considered a game changer for pakistan's economy. As a flagship project of China's One Belt One Road initiative, the corridor will connect Kashgar in Western China with the port of Gwadar in Pakistan on the Arabian Sea, serving as a gateway to the Middle East, Africa, and Central Asia. The CPEC, in addition to boosting pakistan's economy and meeting China's energy needs and development of its western region, is likely to bring stability in the region through economic integration.

Nonetheless, a project of such scale certainly faces equally significant challenges. This thesis examines obstacles that have the potential to affect the implementation of the project, including the unstable situation in Afghanistan, competing interests of immediate neighbors like India and Iran, especially India's suspicion and US concerns about the initiative.

The thesis draws from a wide range of scholarly and peer-reviewed literature, academic journals, think tank reports and government sponsored studies. Missing from their analysis though is the consideration of the regional geopolitical dynamics and Pakistan's domestic challenges particularly insecurity and violence that can affect the implementation of the CPEC project. This thesis seeks to addressed that gap and provides policy recommendations for Pakistan to deal with potential impediments in implementation of the project.

Keywords: CPEC,China,Pakistan,Economy,Trade

1. Introduction

In the past decades, it is considered a positive sign within society to promote operational growth and stick to it because it demands investment, which implicates hazards of disappointments (Flyvbjerg, 2014). Pakistan China Economic Corridor is considered a bilateral agenda of regional connectivity between Beijing and Islamabad. Through CPEC a network of Roads, Rails and Airports along with Energy corridors, Economic Zones, and infrastructure would be established to interlink South Asian countries. Pakistan is a country rich in natural resources, culture, and enjoys a strategic location on the map of the world. When Gwadar Port will start fully operationalized, it would be a gateway to Central Asian landlocked states.

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Pakistan has been considered as security state due to its heavy expenditure on defense and security. Since 9/11, Pakistan has been facing the tag of sponsoring radicalism, extremism, and terrorism on the other hand terrorist infiltration through porous Pak Afghan border added fuel on the fire. Not only external but also there are internal challenges as well which are hurdles for successful implementation and execution of CPEC. Such internal challenges are lack of leadership, corrupt politicians, favouritism, corruption, inefficient bureaucracy, and nepotism, etc. In 2013, President Xi Jinping proposed China Pakistan Economic Corridor (CPEC) along investment of \$51 billion, as Pakistan also been demanding for a good relationship with all countries and one of them is China which supports to maintain in the energy sector to gain stability and popularity in whole the region (Argano& Gonzalez Quinones, 2009).

On one side, CPEC has another facet for Pakistan. China reflects provincial connectivity as an essential component, and its upcoming role to increase power at the international level. Therefore, they build a relationship with those countries that are rich in trading and in other sources; this will helps China in developing as a neutral supporter (Godement, 2014). Basically, CPEC is a financial fundamental, on several occasions, CPEC has reiterated as an agitator for Pakistan, China and the Asian county but ironically, due to internal and external factors, CPEC is facing challenges in its implementation (Ahmad, 2016).

2. Background

Since the establishment of CPEC, leaders of both countries remain honest and generous with each other as China knows that Pakistan, can offer easy, harmless and short entrance of their import and export through Gwadar port, and from the evidence, China always protect and assist Pakistan in financial situations when Pakistan and India were at wars in 1965 and 1970, and in return stood with China in an honorable way that it promotes China's product currently this plays an important role as well (Mahd, 1986).

This project comprises road and infrastructural development schemes of about 3000 km long network of highways, railway and gas pipelines connecting Xinjiang province with Pakistan by providing the shortest access to the Arabian sea through Gwadar (Shabbir H. Kazmi, 2015). These projects are anticipated to be accomplished by 2030.

CPEC has an impact on the Pakistan economy that can be considered as direct or indirect, as it has directly lifted the FY 2016-2017 GDP growth beyond 6 % (Shabbir H. Kazmi, 2015). Indirect impact includes energy projects in Pakistan that will produce more than 15000MW of electricity in Pakistan to boost the live standard of Pakistani citizens and local industries in Pakistan by attracting foreign investment. The investment will also have affected the stock markets in Pakistan with an increase in share prices of cement and steel industries in Pakistan due to its use on construction sites (Sakib Sherani, 2015). By this vision, Pakistan has enabled China to invest directly as China increases its financial development level and its deliberate position in the Indian Ocean. CPEC is a model of collaboration, management and planned statement among Pakistan and China to reinforce connectivity with countries in economy and trade in the state, to meet increased requirements of energy and improve exports and to safeguard common interests in a new constituency (Chowdhury, 2013). As CPEC's huge percentage of transport is concealed via rail, provincial collaboration among Asian countries and it can be said that Russia strengthens associations with government and international relations (Ibrar, Mi, Rafiq, et al., 2016). Setting aside these advantages, there are many hurdles CPEC has to face for it to emerge as a game-changer. China's objective is to speed up financial development by linking it west to the Gwadar port because it is the nearest port to any Chinese coastal port. CPEC is distributed into two paths (Safdar Sial, 2014), the eastern alignment bypasses through Baluchistan has been prioritized, while the western route has been postponed till until the completion of the Eastern route (The News International, 2014).

The Indian factor is also playing an active role to destabilize the project either through offensive attacks on Pakistani borders or through extending support to the terrorist groups in Pakistan. India's vicious rival, Pakistan would also be strengthened in its protection and in economic zones. With over 95 percent of trade and 80 percent of rough oil imports from the Indian sea, the Indian economy could convert uncertain (Jaishankar, 2016).

In 1999 takeover by General Pervez Musharraf on government and alleviate the economy, and control all these deep-seated disputes like corruption and discrimination among provinces. Army has the potential to cope with these challenges which interrupt CPEC and protects Chinese labor as well (Yamin, 2016). Through, applications of CPEC, Pakistanis could gain significantly an advantage not merely in this state than in the whole domain (Iqbal and Anwar, 2015).

3. Challenges / Problems to CPEC

China-Pakistan Economic corridor will significantly in Pakistan swift the development of industrialization and urbanization. It will aid to grow into a vastly wide-ranging, internationally viable. The mega game-changer project has to face some challenges to accomplish.

3.1. Domestic Constraints

Setting aside the benefits of projects, there are many hurdles CPEC has to face Sadaf Sial (2014). The eastern arrangement bypasses through

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Baluchistan has been ranked. The Eastern route has been lined up by Pakistani and Chinese personals and officers because of security concerns, as this route is thought to be more secure as compared with the Western route bypassing via more vulnerable areas of Baluchistan as to security issues. Therefore, most of the majority leadership of KPK and Baluchistan has fated policymakers for intentionally change, depriving other provinces. They also suspected that the CPEC project is measured via Prime Minister and close associates, and agreement of other parties was often ignored. So, these parties are demanding to make the CPEC related documents public to increase the transparency of the project (Ramay 2017 and Wolf, 2016).

3.2. Security Issues to CPEC

From the very beginning, this huge project is facing a lot of challenges and constraints. Another, future dare is security threats from the 'non-state actors' that attempt for damaging politico- economic growth of Pakistan. From Xinjiang to the Gwadar, there are militants from a group of East Turkestan Islamic Movement (ETIM), Tehreek-e-Taliban (TTP), Lashkar-e-Tayyiba, Lashkar-e-Jhangi, Daesh (ISIS), and Baluchistan Liberation Front (BLF) and the militant groups of some governmental parties. To make sure the safety and security of the laborers, the Pakistan's army has formed a specialized force for CPEC safety and security. The security issues raised by 'Taliban' along the David-Line and the FATA area have high worries for the safety of the CPEC (Abid and Ayesha, 2015).

3.3. Regional Dynamics

Indian concerns over CPEC and Chinese influence in South Asian region/ Arabian Ocean. India has along with hostile history towards China and time to time has criticized the relations between Pakistan and China. So, to interference CPEC, Indian has supported violence in Baluchistan and Indian authorities claimed their worries over the CPEC roads fleeing by Gilgit Baltistan, claimed as unclear land of Jammu and Kashmir by Indian authorities. They also claimed that CPEC will give access easily to Chinese marine occurrence in Arabian Sea that is a threat to Indian naval forces and business in the Arabian Sea. So, India is investing in the development of the Chabahar port of Iran to reach Afghanistan and the 'Central Asia states' (CAS) and to counter the development of Gwadar port.

3.4. (KP) Khyber Pakhtunkhwa Issues

The political parties dominating the KPK province and Baluchistan have raised their concern regarding negligence by the federal government. KPK has concerns regarding the unfair distribution of economic projects and a route that is bypassing their land completely. Besides the economic and political reservations, the Baloch people have been raising their concerns regarding the deprivation of the province along with the exploitation of its resources by the federal government and the developed province of Punjab (Shams, 2015). So that, the KPK and the political government set besides chaining in the novel Gwadar Kashgarpath which is part of this huge CPEC project.

3.5. The constitutional status of Gilgit Baltistan

Gilgit Baltistan is the part of Azad Kashmir, where Pakistan has the territorial control on the land mass of Gilgit Baltistan. But constitutionally and politically it is not considered the part of Pakistan. India considered it the part of Jammu and Kashmir. It is a very problematic thing for the successful construction of CPEC that still it is a disputed region. Strategically, this region is located on the entry point of the China Pakistan Economic Corridor in Pakistan. The basic challenge is that the status of Gilgit Baltistan has not been defined yet, which can be a problematic factor for CPEC (Shigri, 2017).

3.6. India Threats

India, which is born enemy of Pakistan, does not want Pakistan to be fruitful in any terms and therefore, they are against the project fully, and CPEC is like a spine in the hands of India . India has opened an office to interrupt CPEC (Ranjan, 2015). According to the news, in March 2016, Kulbhushan Yadav, an assumed detective from India's Research and Analysis Wing (RAW), has been under arrest condemning his arrival in the Pakistani's province Baluchistan to threaten and destroy the operation of the CPEC Rafi, A., 2016). In the meantime, the increasing partnership between the United States and India and US down attacks along the Pakistan-Afghan border are other concerns for Pakistan. United States took CPEC as long term concern in their foreign policy, as Gwadar port will ease Chinese existence in the Indian Ocean (Rahman and Shurong, 2017; Rifaat and Maini, 2016; Sial, S. 2014; and Wolf O., 2016).

3.8. Environmental Challenges

CPEC has positive environmental worries to talk about. The adverse impacts on these economic-corridors advises that such corridors generally result in land-smog such as contamination of ground deposits by destructive or poisonous material; the planned corridor may lead to noise-pollution, huge roads and ships traffic and the cargo activities (Nolintha, 2012). Furthermore, such environmental issues are expected to be faced by the civil society activities, socio-political administrations at regional as well as global levels.

3.9. Language as the Barrier

Nelson Mandela once said, "If you talk to a man in a language he understands, that goes to his head. If you talk in his language, it goes to his heart. Language plays an essential role in the communication between the two countries. Understanding each other language is very important for people to contact each other. If a Pakistani talk to Chinese in the Chinese language or a Chinese talk to a Pakistani in Urdu, It will improve collaboration and feelings of love between them. They will be able to understand deeply each other (Yuan, 2015).



Chinese Language Center

3.10. Lack of Skilled Staff

The satisfactory quality work power is likewise tested to keep up a high level of greatness and timely fulfillment of the CPEC project. The nature of work power can assume a key job, which relies upon preparing, training, physical make-up, and wellbeing, work quality must be a check Pakistan is the tenth biggest nation work power insightful yet comes up short on the correct improvement of the work power are given acknowledgment for a great part of the development in per capita pay and financial profitability (Ali, 2016).

3.11. Significance of CPEC

Pakistan-China Economic Strip is a significant mission for the states. China is one of the major oil importer countries and it gets the oil from Africa and Gulf states. China understands the importance of the Gwadar route under the CPEC project to find new routes to secure its energy by satisfying its oil requirement (Hussain, M. 2017). With the CPEC, the provinces like Xinjiang will probably be able to join with the other countries and it will also able to invite the foreign and domestic countries to increase the business or economy of the state. China can also get authority to enter Indian Ocean and Asian shops by using the roads of Pakistan (Malik, S., 2017). CPEC is an effective project to remove poverty, to overcome the calamities of electricity or energy, harmony and prosperity in all the capitals of the country, infrastructural development and becoming a key shipment point by taking the benefit of its regional location, connecting the European landmass with South East Asia and East Asia to not only boost its economic development and growth but also to diminish the influence of India from the region (Hamid, M., Khan, Hassan, S, Khaliq, A., Ajmal, M., 2017).

Completion of CPEC would help to improve the integrity of China as the growth companion and affecting other projects that are connected. The declining situation of local investment, in every field Pakistan has suffered.

4. Importance of CPEC

4.1. CPEC and Pakistan

CPEC is a historic idea to support the long term and strategic relations in between China and Pakistan. CPEC is also looked for transformation or developed from the Silk Road project. CPEC presents a new landmark

between China and Pakistan in the establishment terms, which will also take the provincial and global complex situations. CPEC is a long term and super-project, still under construction, will help to attain the economic and political goals by the trade. This would be helpful in supportable development of South Asia (M. Abid, Ashfaq, A.), both the countries, China and Pakistan, were forecasting to develop a project like CPEC since 2000, but in the last contract of Nawaz Sharif, Prime Minister of Pakistan, this dream revolved into the reality (Mustafa, S., 2017).

In 2013, when Pakistan Prime Minister Nawaz Sharif goes to China in July, The CPEC scheme was exposed and the time frame of 2014-2030 was elected for completion of project (M. Aqeel, 2016). In April 2015, states decided the CPEC bypassing the 51 contracts in different subdivisions under the authority of this jumbo project and an MoU was signed \$46 billion, Chinese venture in upcoming fifteen years. CPEC is not only for the growth of the two states but it also a huge project with the goal of the provincial development and constancy in the globalized world (Hamid, M., Khan, Hassan, S, Khaliq, A., Ajmal, M., 2017). Much of CPEC success will be dependent on whether Pakistan can bring forth provincial constancy and security, and confirm the rule of law (Sham, 2016).

4.2. The Vision behind CPEC

The exchange of products and enterprises oversea exchange had been prevailing everywhere throughout the globe even in the vicinity of money related instruments; financial passages are exchange contracts and agreements and repayments, given law and status (Nolintha, 2012). The main idea of all the corridors is to improve the activities in the county and produces new chances of labor and employment to benefit the people of the county. The CPEC will attach the Xinjiang, northwestern area of China with Gwadar, Pakistan seaport via road network consisting around 1,800 miles (3000 km). It will be promoted Pakistan by developing its organization and most importantly by support in power generation plants, which is Pakistan's need of the hour to manage with the current economic crisis, if it can be accomplished, CPEC could convert Pakistan into a provincial economic center.

4.3. CPEC Projects

This project was allocated into five main components namely Gwadar, Transport infrastructure, Energy, Investment and Industrial Corporation, and other areas on which the states mutually agree (M. Aqeel, 2016). One of the key cooperation areas of CPEC is the construction of an integrated transport system which consists of roads, railways, metro bus service, highways, bullet train services along with many other infrastructures, etc. Efficient, Integrated, and Convenient transportation is a pre-requisition for inter-connectivity and mutual trade between China as well as Pakistan. Building and expansion of Kashgar-Islamabad, Peshawar-Islamabad Karachi, Sukkur-Gwadar Port and Dera Ismail Khan-Quetta-Sohrab-Gwadar road route and infrastructure, to improve road security and facility levels and enlarge traffic dimensions.

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5. Conclusion

Pakistan China relations have endlessly advanced in each field in the huge history between the two nations, including exchange, trade and experience. Notwithstanding, the altered regional and in general conditions in the widening globalization setting have driven the two nations to loosen up money related relationship with encourage worldwide and common interdependency in return moreover, speculations, consequently passing on financial relationships at standard with political and limit relations. CPEC indications another sort of Sino-Pakistan venture with the probability to moreover animate the two nations' political and money related relations through trade and improvement. The endeavor has key and money related centrality for both China and Pakistan and the capacity to help the formation of common strength in South Asia. CPEC's anticipated monetary progress would pass on congruity and security to the state if all else fails and explicitly to the delicate and thus around zone of Baluchistan by drawing in youth in business works out, setting the zone much more fiscally reasonable and conceivable. The CPEC is a bit of China trying the Belt and Road mean to overhaul its associates with Central Asian countries and various bits of the world.

Pakistan is in like manner stressed over the fight from mass Indian products in Central Asia and Afghanistan that could make Pakistan's things more affordable and out of the market. There is in like manner fear that India will use its creating impact to destabilize Pakistan through Afghanistan. There are war-torn Afghanistan and Iran on its western edges, which is a critical player in the Middle East. In the West, we have China and Russia, which are one of the most transcendent countries on earth, and on our Eastern periphery, India, which is a rising economy and has been our main enemy since the start.

Pakistan has been engaging the war against dread based abuse all through the past 15 years, and Pakistan has had broad triumphs throughout the latest two years in the milieu of that war, realizing a sharp lessening in mental oppressor activity the country over. Pakistan is standing up to certifiable risks inside from nationalists and the Taliban, especially in Balochistan and Khyber Pakhtunkhwa. Balochistan is a fundamental accomplice in the powerful utilization of the CPEC.

Unmistakable radical social affairs, for instance, the Baloch Liberation Army (BLA) and the Baloch Liberation Front (BLF) have accepted an excited activity in inconsistent the region since the Musharraf time period. Kidnappings of Chinese masters and workers have upset the improvement strategy normally starting late.

Pakistan must starting talks with the progressives. The situation in Balochistan is starting at now broad. Regardless, it is oppressive to check out their genuine concerns and to allow them to accept a critical activity in this endeavor. The Government must game plan a way to deal with ensures that these essentials are a bit of CPEC and offer certifications to their stakes. In the Taliban establishment, current headways including trades between the Taliban, the United States, Russia, and Pakistan have been a welcome improvement. Such game plans will proceed until the game plan of the issue has been picked.

The Government must work quickly towards the structure of all of the three CPEC courses. At present, there is only a solitary way, as any mental activist development at any center point can deflect supplies overall. In this way, two new avenues will give elective decisions to cover any mishaps. Thusly, the progression of three roads would put the zones of western Pakistan at a comparative rate as the eastern parts, which will add to the improvement of the entire system, for instance, dry ports, motels, oil siphons, docking districts, etc., which will in like manner make these zones fiscally possible.

Seen as an unmistakable bit of leeway on the planet, Pakistan and China, yet the entire territory would prosper with the turn of events and flourishing of the CPEC. To make it a triumph, it is huge for Pakistan to decide the security gives that exist in the country at the soonest opportunity and to make the fitting steps, as communicated above, to discard them.

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