



## **Role of CPEC in Enhancing Mutual Trust and Regional Integration: Across OBOR Countries**

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### **ABSTRACT**

The current paper has discussed how CPEC can enhance mutual trust and integration in the region and how it can be successful in the future for the whole region and how the attitude of regional factors could influence the future of CPEC. CPEC's worth of \$46 billion initiated in 2013 which links the area of Pakistan names Gawadar port with China's Kashgar. The beauty of CPEC is it could enhance and establishes economic and strategic connectivity in the south Asian region because CPEC has the capacity to harmonize other regions of Asia. Furthermore, it can perform a magnificent contribution in the refining of the strategic and economic environment of the Asian region. However, the future of CPEC is a dreadful vision for some states, which can hinder the CPEC potential of generating mutual trust and integration and also threaten the political interest of some countries. Anyhow, if the implementation of CPEC has been executed according to its plan it will have countless benefits for many countries in the future. Both countries, Pakistan and china need to get rid of all the obstacles and keep a strict eye on the regional actors who could affect the success of CPEC. Moreover, it's also the utmost responsibility of the whole region that beyond all constrains and disputes, they must deliver to the success of CPEC project because undoubtedly it will bring prosperity and economic stability in the whole region.

**Keywords:** CPEC; Mutual Trust; Regional Trade; Integration; Regional Actors; CPEC' Future.

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### **1. Study background**

In the current area, for the regional integration and development, the trade works as a backbone, thereby china and Pakistan starting CPEC to develop and further their economic relations. CPEC project inception and determination of its on-time implementation are because of the prolonged friendliness association between PRC and Pakistan and will assist in boosting mutual trust and integration in the region. CEPC was visualized in 2013 and has been inaugurated in April 2015. In a new era of bilateral and shared economic ties, China-Pakistan Economic Corridor (CPEC), a series of initiatives under the China Belt & Road Initiative, is setting the stage for a history-defined security partnership (Jinchen, 2016).

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During Musharraf's regime, the vision of CPEC was surfaced and later on, Former president Zardari took it under constructive consideration. The CPEC was boosted up in February 2013, as China was granted service of the Gwadar port by President Zardari and from the Singapore Authority to Chinese company the agreement was transferred. The strategic location of Gwadar Port was mentioned briefly in the Arabian Sea. Gwadar is situated between South Asia, Central Asia and the Middle East, near the Hormuz Strait, the gateway to about 20 percent of global oil (Aisha Safdar, 2019). In May 2013, Chinese Premier Li Keqiang emphasized on initiating of the establishment of CPEC during his official visit to Pakistan. Anyhow, the dream of CPEC was materialized in 2013 through its official announcement and for the sake of promotion of the connection, the CPEC secretariat was established. For shaping the idea of CPEC, several high-profile visits were made between Pakistan and China. Starting from 2014, President of Pakistan, Mamnoon Hussain, toured China to discuss the detailed plan of the corridor, then after 2 months Prime Minister Nawaz Sharif together with Chinese Premier Li to sum up the plans. In April 2015, President Xi's visit to Pakistan shed an enormous breakthrough in this regard. Together, President Xi and Nawaz Sharif signed 51 memorandums of understanding (MOUs) and agreements and carried out a breakthrough of five major energy projects (Ritzinger, 2015). The investment totaled 46 billion dollars—China's biggest foreign-country investment. CPEC was thought of as a necessary step in the development of strong economic and commercial ties in the region. (Manzoor & Anam 2015). China-Pakistan Economic Corridor (CPEC), also includes loans, and investments that could hike to around \$60 billion and will be spent on a 2,700 km route. Pakistan's seaport named Gwadar in the Arabia Sea, is the starting point located in Baluchistan province and along the Karakoram highway will pass through Khunjerab pass in Gilgit-Baltistan, before rush into the Kashgar city in Xinjiang province of China. The China-Pakistan Economic Corridor (CPEC) project aims to prioritize transport, infrastructure, industrial development, energy, and Baluchistan's strategically located Gwadar port. Furthermore, Agricultural modernization and production form additional critical constituent (Asian report, 2018).

Abednego, & Ogunlana (2006) specified that the economic experts had urged about the importance of corridors because it can display vital role in economic expansion and leads to the enhancement of economic growth and stability. Ahmad, Asmi, Ali, Rahman, and Abbas (2017) discuss the importance of CPEC in the context of 'String of Pearl Strategy' and concluded that CPEC could be a game-changer for China and Pakistan. For enhancing mutual trust and boosting the regional integration in the neighborhood and the whole region, the economic corridor whole idea and its implementation is making its way to gain the objective of its nature, furthermore, in the Asian region, this project is set to be main foreign policy strategy to extend the mutual incorporation and strengthen economic expansion (Wolf, 2016). The economic corridor in one of the regions in South Asia has been a further topical occurrence, currently, the CPEC (China Pakistan economic corridor) has been set to be the most superior example. (Dent, 2016). In sorting out a viewpoint about policymaking, to comprehend the regional politics and security is very important. Nevertheless, the response from the neighbor country (Iran and India) is hard to determine in the development of CPEC.

### 1.3. Study Idea & uniqueness

Many analysts have claimed CPEC as a game-changer because it could bond together and incorporate the Central Asia with Middle East, and South Asia economies. In addition to that, it will strengthen and boost up the economic development of Pakistan (Anholt 2016). Hereby current study has been executed to discuss that CPEC can enrich the integration in the region and devise policy for the development and execution of the corridor project. And in the last, shed light on the CPEC prospectus.

### 1.4. Study importance

Kanwal, Pitafi, Rasheed, Pitafi, & Iqbal, (2019e), Park, Nunkoo, & Yoon, 2015, AND Wang & Pfister, (2008) discussed the importance of Corridors, infrastructure and Roads development in terms of generating employment, increasing business activities, and crating many benefits for the national international communities. Presently in the South East Asian states, China Pakistan Economic Corridor (CPEC) is a hot debate topic. The relations of China and Pakistan have stayed stable for many reasons in terms of its good, cultural, social and diplomatic warm partnership which strengthens the relation of both countries a distinctive and unshakeable type. One belt—One Road (OBOR) project has extravagantly researched & studied and its impact on the neighbor states has also been mentioned. Though, very few studies have been conducted on how much the CPCE project is important for the mutual integration for

the entire region and its prospects. This study highlights those issues and will suggest for future-oriented policies and strategies.

The rest of the document has been classified as; Section 2 discusses the methodology, Section 3 discusses the findings and section 4 concludes the current document.

## 2. Methodology

To achieve the key objectives, the methodology would state the brief explanation of the data collection, philosophy, strategy, and analysis method and addressing concerns for the issues related to ethics. For a present academic paper in philosopher's term, the explanatory view had been adopted. Moreover, the theme has been to address the strategic and social situation which cannot be simplified in the law's format (Saunders, Lewi, and Thornhill, 2009). While investigating the situation and the stance of CPEC as an element for enhancing and creating mutual trust and regional integration, related factors have been studied and reviewed. The Current study would be classified as of deductive nature.

The CPEC scenario in the view of mutual trust and regional integration carry's blends of the benefits and strategic worth, as the present paper addresses the challenging aspects in case of the whole region. Our current document has been labeled as 'Case study'. The secondary data taken for the finding and analyses came from the academic literature, government document and the authentic media agencies which have underlined the strategic value and the geographic importance of China Pakistan Economic Corridor. The secondary data source elements employed in the study are qualitative and narrative. The design of the methodology is exploratory, as it has the objective of enriching the current knowledge (Malhotra, & Birks, 2007). Secondary data i.e. literature study, magazines, websites, and newspapers, have been the foundation of our study. In the present study, the writer intended to keep away from country-biases and in the existing literature, some viewpoints are rigidly ignored which might have an impact on the reader's ethical values.

## 3. Findings and analysis

Through the following section and subsections, we will discuss the objective of the current study.

### 3.1 CPEC's Geographic Potential to be Regional Energy and Economic Corridor

CPEC's geography has been feasibly one of the strengths that has fascinated the worldwide authorities in the quest of their political, economic and energy interests. The projections for regional integration and geographical potential of Pakistan have been shown in Fig. 1.

#### 3.1.1 Pakistan geostrategic position in the region

The border of Iran lies in the Southwest of Pakistan, while, the Arabian sea lies in the south, and India is in the east. The China and

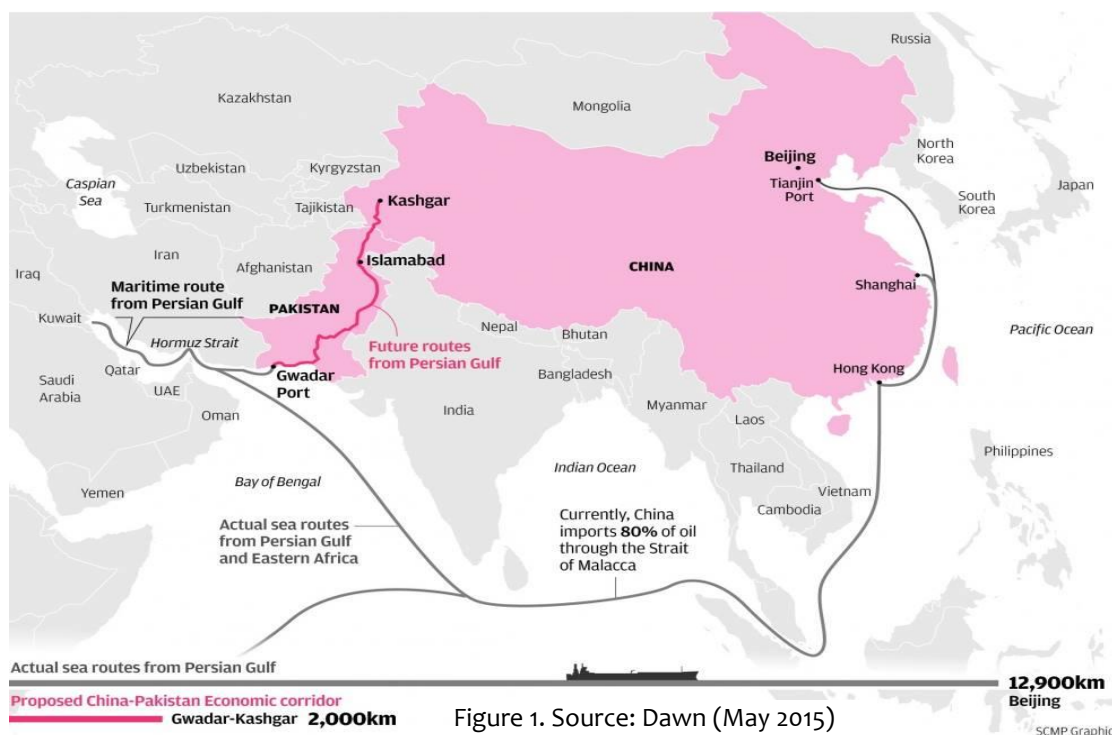


Figure 1. Source: Dawn (May 2015)

Afghanistan lies in the North and West respectively. Pakistan has been positioned at the junction of West Asia, Central Asia, South Asia, and Western China. Pakistan was looking forward to chain the increasing demand for energy in India and China to the Middle East and the central Asian energy supplies. The Landlocked countries, Central Asian countries, and Afghanistan can also be facilitated by Pakistan to trade gas and Oil by giving access through the Arabian Sea to the International market. (Anwar, 2011).

### 3.1.2 Importance of Gwadar Port

Gwadar stays a deep-sea port and has been strategically positioned at the convergence of South Asia and Southwest Asia, with central Asian states in near future. Close to the Strait of Hormuz and in the mouth Persian Gulf the Gwadar port has been allocated. Gwadar has been contributing 35% of international seaborne and around 43% of Chinese oil trade, which makes the 3rd busiest route, worldwide. Gwadar is conveniently near to Iran and for overland access, she has an opportunity at Gwadar. As a result, Tehran and Islamabad have signed an agreement to set up an oil refinery at Gwadar. Furthermore, through Gwadar, Iran has been concerned and interested to get more shares in worldwide markets for oil (Zafar, 2014).

China's policymakers are highly fascinated by the geographic potential of Pakistan and Gwadar port to take advantage of the port and cope with the challenges of oil supply. Furthermore, this made a room for western China to explore the world through economic activity and regional energy. In the New Silk Road Initiative "One Belt-One Road" of china the geographic location of Pakistan could also hold an important position. In this current initiative of economic and land & maritime energy routes, Pakistan could play the role of an artery. Furthermore, the presence of China at the Port of Gwadar would be ensured through the PCEEC'S manifestation, at the international oil provision hub, in results, it would surely provide geopolitical advantages for both countries. Also, the manifestation of the PCEEC would ensure China's presence at Gwadar Port, at the center of worldwide oil supplies, which certainly offers geopolitical assistance for both countries. To ensure and extend the benefits of this scenario, china has been now operating in Gwadar port and also financed multiple projects. China has invested significantly in the foundations of Gwadar port and other infrastructural projects around it. Furthermore, it's railway and overland road connectivity with Western regions of China (CPEC, Benefit for Afghanistan, 2015) (Strategic Importance of Gwadar Port for Pakistan, 2014).

### 3.1.3 Kashgar stance and its oil imports

In the future, China has been expecting to stupendously rely on oil imports from the African region and the Middle East. Because, China relies on the imports of oil from West Africa and the middle East, which contributes 60% of its total oil consumption annually. These oil supplies should have to travel through a long-distance and must be seaborne, as a result of would use more energy and will also lead to the emission of Greenhouse gases. Furthermore, it's a possibility that PCEEC will use for oil supplies for the transportation of oil to China. Easter coastal area of China lies 4500km away from the Western part of China, which hinders the foreign investments and development activities in the region. Pakistan has presented the nearby passage for China which shrinks the distance to only 2500km. In addition, this also provides an opportunity of land road connectivity to other neighbor regional nations. In the silk route era, Kashgar remained the economic hub and China based on the enlargement patterns of Shenzhen is now declaring it as a special economic zone. For the localized markets of Pakistan, Tajikistan, Iran, Afghanistan, Kazakhstan, India, Uzbekistan, and Kyrgyzstan, Kashghar carry great economic opportunity and prospectus. (CPEC, Benefit for Afghanistan, 2015) (India bids to halt Pakistan Project Fails," The Tribune, 2015).

## 3.2 CPEC's immense importance

CPEC will result as one of the most critical and important geostrategic locations in South Asia. CPEC will act as a trade bridge among China, middle East and Europe through CPEC. Furthermore, CPEC will result in giving jobs to millions of jobless people and will create the revenue worth billions for both countries as well as other neighbor allies. CPEC links the Kashgar (China's NorthWestern autonomous region of Xinjiang) with Gwadar (Pakistan's Southern port of Gwadar in Baluchistan) through a webbing network of railways, highways, and other developments like airports, and energy pipelines for trade purposes and will pave way for tourism sector (Hassan khan, 2015).

CPEC project will be completed by 2030 and which could be considered as the longest Land corridor ever in Pakistan's history as the length of corridor extends up to 2500/3000 kilometers from



Gwadar to Kashgar. Ambassador of Pakistan Masood Khalid has labeled CPEC as “a catalyst of regional economic integration and a vital bridge at the confluence of the Road and the Belt, being located at the crossroads of Central Asia, the Middle East, and South Asia.” (Ambassador Masood Khalid’s statement at Symposium on CPEC at Peking University, Nihao-Salam, accessed November 20, 2015). The significance of CPEC will enable it to link the two projects, land route in Eurasia and a maritime route in South East Asia. As a result, it has been a central plank of China’s “One Belt, One Road” (OBOR). Thus, the corridor has the capacity to give advantage to sixty countries in terms of economic boost and integration between Asia, Europe, and Africa, which would unquestionably fetch unprecedented results in other ways too. (The China-Pakistan Economic Corridor: India’s Dual Dilemma,” China-US Forum, accessed November 14, 2015). Thereby, CPEC has been the “crown jewel” project to give hike to the fresh economic paradigm in the region. CPEC contains the prospective to not merely further and enhance the strong bond between the two countries, but also have the capability to impact the region and to enhance regional integration. The regions interlinked by CPEC, can boost the engine of economic growth in these regions and also further the trade by attracting investment not only from regional states but also from extra-regional states.

### 3.3 How CPEC is promoting regional integration and its regional importance & interest

Pakistan's geopolitical position serves as a tollgate geo strategic importance for economic and transportation to South Asia, West Asia, and East Asia. During the periods of cold war and post-cold war, the role of Pakistan remained important because of its geostrategic important position and specifically for being neighbor to China and India; which are two of the most emerging economies in the world. For regional trade, Pakistan could perform the role of economic hub in the Asian region. Though, Pakistan couldn't take fully advantage of its geographical and strategic location in the region so far. Pakistan and China are currently doing bilateral trade but the volume is painfully low and asymmetrical backing China. The extension of CPEC to India could result in the enhancement of trade between Pakistan, India, and China. Furthermore, India's inclusion of CPEC could take the bilateral trade among the three countries; China, Pakistan and India to a new level. The China-Pakistan Economic Corridor passes through China and Pakistan could be stretched to many neighboring countries like, Central Asian nations, Afghanistan, West Asia and India. The noncoastal and natural resource-rich nations of Central Asia have always aim to find a way to water and access to regional markets containing China, Pakistan, India and the countries of West Asian states. In contrast, Tajikistan and Afghanistan have agreements of transit; however, CPEC could offer them the opportunity to easily transport their used goods and raw materials with little expenses and easily market its products with surplus profits in the global and regional markets. Besides the profit, it could play vital role in nurturing regional trade and economic connectivity. Correspondingly, Pakistan always desires to contact and access the resource-rich countries of Central Asia using the way of Afghanistan to fulfill its energy requirements and to carry goods to the Central Asia States as exports. The region through which the PCEC has been passed is at the crossroad of South Asian and Central Asia in the CPEC project central Asia, India and Afghanistan could be counsel for opening air space to the Global and regional market because it would have greater benefit in regional integration. Xi Jinping the president of China, during his first ever visit to Pakistan in April 2015, while addressing the Pakistani Parliament has already mentioned such an arrangement about the extension of CPEC (Akbar Ali, 2015).

The shift in the geopolitical situation is demanding Pakistan to readdress the policies of trades to make it exports oriented, while for boosting its economic situation, it must look out for markets in its neighborhood including India (Burki, 2016). And the CPEC looks to be Pakistan's valuable opportunity to extend the trade with South and Central Asian nations including China and India. In current times, Afghanistan has presented its desire to be the CPEC part. Furthermore, for a transit route to Afghanistan central Asian countries through Pakistan, India has also shown interest. However later on the transit route has been denied because of political rivalry between Pakistan and India. Alternatively, India has chosen Iran's Chahbahr Port to access Afghanistan and Central Asia, to remove the dependency on Pakistan for accessing these countries. Recently, the inauguration of Chahbahr port by India, Iran, and Port under the trilateral framework warned the Pakistan as she has some reservations against that. Nevertheless, for Pakistan, the Chahbahar Port is probably not a zero-sum game because Pakistan could be part of the Chabahar trilateral arrangement. While both Gwadar and Chabahar ports could be joined by as regional ports to influence the regional trades. Pakistan has been offered to be the part of the

Chabahar Port trilateral arrangement by Iran. Thus, it gives the impression that the Port project could not be considered as a rival to Gwadar Port (Akbar Ali, 2015).

### 3.4 Regional and Extra-Regional Impact and CPEC is of immense importance as

Shortly, CPEC is the gigantic land-sea project which could completely change the geopolitical and strategic landscape of Asia and has potential to reshape the economic outlook of the region. Probably, from this corridor, millions of people in the region could be benefitted, as the project could boost economic business, rise the trade connections, improve and enhance technical collaboration, create new job vacancies and speed up the sociocultural connection amongst the people in the region. If this included initiative is carried out, the economic revolution will bring about a successful transformation of the future of the regional state. CPEC will give all the regional players the opportunity of making South Asia an integrated region seamlessly, which is why CPEC is of greater political and economic value. Even though CPEC has a lot of advantages including regional integration and economic collaboration, though CPEC will still face some challenges on its road to reality. For the successful execution and construction of the CPEC project poster some threats as some regional and extra-regional actors are having some contradictory interests. Since the establishment of the corridor project, many countries are looking at the project with a critical sight and feel a threat to their regional interest, because they pose the threat that the project will compel to change the regional scenario. Consequently, such a factor can hinder the peaceful execution of the corridor (Khalid and Anam, 2015). Countries that could be benefitted from the CPEC project are mention below. Furthermore, some countries posing an expected threat because of the corridor are also mentioned.

#### 3.4.1 Iran

While developing the CPEC project, despite the competition perceived by Iran and the aim to build its own port of Chahbahr, still Iran in September 2015, considered the participation in CPEC. The goal is to enhance and improve connectivity through the railway track network and terminal of liquid natural gas (LNG) at the port of Gawadar of 700 kilometers distance to deliver LNG from China, which in the future can also be used an Iran and Pakistan pipeline. "Gwadar is at 80 kilometers away from the Iranian border, so Pakistan has to link the Gwadar with Iran border. Iran from Asaluyeh to the Gwadar port would carry the propose Pak-Iran Pipeline. The Iran-Pak pipeline project is the CPEC nerve center (onward to Sindh's Nawabshah to Karachi north area). In this situation, Pakistan can be a transit state for this pipeline project leads into China. Furthermore, for China, it's also the shortest route to connect it to with the tremendous gas field of Iran. Currently, the "trilateral of Pakistan-china-Iran" is leading to a friendly connection between them, so for CPEC, it's a positive sign because it has stupendous benefits in both regional and inter-regional trade.

#### 3.4.2 Afghanistan

In a geostrategic sense, CPEC is of vital importance, because Afghanistan is a landlocked country. The country will be the major beneficiary of the CPEC project with the extension of the CPEC to Afghanistan. As in the future, the corridor is going to improve Afghanistan's economic development and enhance the region's economic activities, quickly taking Afghanistan's economy back to normal. Islamabad assured to construct a 265 km highway starting from Peshawar to Kabul, linking Afghanistan with CPEC. This connection will allow Afghanistan to start commercial activities through the Indian Ocean and will integrate Afghanistan with other regions. (CPEC – a Possible Peace Broker," Foreign Policy News, November 18, 2015). The Western arrangement of the corridor, which emanates from Gwadar and passes through Zhob, Khuzdar and finally outstretch to Islamabad via D.I Khan, and also have a secondary connectivity link with Afghanistan through Chaman and Quetta. The route will allocate quick and easy access to Afghanistan for reaching Gwadar seaport, which is nearly 600 kilometers short of the existing transit route used by traders and the Afghans. It will strengthen relations between Pakistan and Afghanistan, also on the Karachi-Lahore-Islamabad and Abbottabad motorway. Economic Corridor China-Pakistan: Afghan Benefits, "Outlook Afghanistan, 18 November 2015). Likewise, both the alignment will further link the Pakistan and Afghanistan to improve motorways and roads. Once the motorways are completed so it will immensely aid to minimize the distance and traveling time between the two countries and will facilitate and encourage the trade between the two neighbors. Consequently, corridor development will allow Afghanistan to grab benefits from the CPEC rising economic opportunity.

#### 3.4.3 Central Asian Republics (CARs)

The Central Asian countries are geographically located in Eurasia and deliver exclusive advantages as a primary transport route. Because of their significant geostrategic position and their rich oil and gas wealth, all international states, including China and Pakistan, want closer cooperation with major reservoirs in Turkmenistan, Uzbekistan and Kazakhstan. All these five countries wish to enter the sea and diversify the energy sources that can only be accomplished through the CPEC initiative. The CPEC project will also bring a lot of opportunities for the CARs in the economic fields. Pakistan will facilitate the transport by transit trading and pipeline routes of its natural energy resources by CARs, and its products may be exported to the Middle East and to European countries through Gwadar port smoothly. (Strategic Importance of Gwadar Port for Pakistan," International Relations, accessed December 4, 2015). Such energy-rich Azerbaijan, Uzbekistan and Turkmenistan states also have a great opportunity to sell their natural resources from Russia to monitor and export via the CPEC. In addition, the transport infrastructure, which remains an obstacle to the slow cooperation of Central Asian states, especially Tajikistan and Kyrgyzstan, would be relatively overcome by the CPEC; If the railway between Pakistan and China is complete, it can be easily reached directly by linking Tajikistan with the Indian Ocean. In the CPEC project, Tajikistan seems desirous to participate and Ambassador Sherali S. Jononov said, "The Central Asian States fully support the CPEC project... It will narrow down the distance among the regional countries through road and rail links for their socio-economic uplift. This project is of our common benefit (the Central Asian States back CPEC," The Frontier Post, November 14, 2015). The CPEC project also revealed the Kazakh regime's strong interest in joining an alternative route to the sea and offering it. In addition, Pakistan has already agreed to connect with Central Asia by means of Termez-Uzbekistan's southern city. After the completion of the CPEC corridor project, landlocked CARs can benefit significantly from a route of access to global markets and the international community through CPEC. (Prospects of Development," Pakistan Today, November 14, 2015).

#### 3.4.4 India

CPEC project has enhanced the Indian mania because it's bilateral nature between China and Pakistan. Furthermore, it also has rose Indian concern of changing its dominance set up over the Indian Ocean, Arabia Ocean, and the Persian Gulf. Additionally, the corridor will provide room for the CARs to access Afghanistan and Iran while India doesn't have. In fact, CPEC means, for India, that China's Gwadar operation will take over the Arab Sea and take over full control of the Hormuz Strait from Gwadar Port. So, this could cause a negative impression on the route for Indian trade "Is China-Pakistan Economic Corridor a game-changer?" Pakistan Today, November 15, 2015). As a result, the soaring strategic alliance between China and Pakistan in every sphere and specifically CPEC is a big anxiety for India. During an official visit to China of Prime Minister Modi, tried to offer the Chinese for dropping their plan but the Chinese found it "unacceptable" and China has been fully determined to continue the CPEC project. This compelled India to look for new strategic partners to balance the political rivalry with two countries: Firstly, an important step was taken by India, to curtail the corridor project, India with Iran set up to and promotes the Chabhar port, (72 kilometers away from the Gwadar port of Pakistan). Furthermore, Modi government has planned of \$85.1 investments, to create strategically important Chabhar port of Iran, allowing India to bypass Pakistan and open its route to Afghanistan, with which India has developed economic interest and security relations (Iran's Look East Policy takes Wings," Asian Times, November 27, 2015). In building this maritime port, which is of tremendous strategic importance to India, the India Government has paved linked roads, and its presence in Iran's port will counterbalance China's involvement in the Gwadar and make India accessible to landlocked countries. India has also invested in Afghanistan and is a key player in Afghanistan and has used various unorthodox and strategic strategies to stifle the region's growth of CPECs. Nonetheless, Pakistan's geographical location means that choosing other routes for bilateral trade is expensive for India and Afghanistan. Thus, in the results of Pakistan's geographical position, its obligatory for India to soften its temper and allow Afghanistan to receive advantages of CPEC (Possible Peace Broker).

#### 3.4.5 United Arab Emirates (UAE)

UAE ports perform a vital role in the betterment of its economy, and if, Gwadar port become operational; it is predicted that UAE would lose its business by 70%, because of Pakistan's refusal to fight along with UAE forces with Houthi rebels in Yemen, competed them to find a strategic partner, again. Pakistan and its India seems to be a good option for them. However, for UAE the drawbacks of Gwadar

and CPEC would be not for the long-term. Because the UAE can earn profit through investing in real estate and construction of the Gwadar port. Furthermore, the UAE will sever the relationship with Pakistan in case they line up with India (Khalid and Anam, 2015).

#### **4. Conclusion**

In mean times of geopolitical change, the project of CPEC turn around a dimensional change in Pakistan-China relation and enhance multilateral association in the region. The CPEC project initiative Mighty Road & Belt takes a position in which China will communicate with African countries in the Middle East and Europe as a whole. The development and construction of roads and transport infrastructure would enhance connectivity not only inside the country but also in neighbor countries soon. Furthermore, for the Pakistan CPEC project could be a game-changer because of its connectivity. In addition to that, the CPEC project has built and developed a hope of enhancing the economic development and cooperation in the region and connectivity between the regional countries. Once the project has completed and operational, the geostrategic position of Pakistan will lead it into a possible nexus for “Maritime silk road” of South Asia and “Silk Road economic belt” of Eurasia. In short CPEC project could be a game-changer not only for Pakistan but also for the whole region.

For decreasing the tension with its eastern and western neighbor nations, Pakistan has to adopt a policy of reducing its political tension with them for a better future and on-time implementation of the project. Therefore, in the case of a strong partnership between South Asia and China, the US dominance in the area of South Asia and even India can be nullified, who might attempt to exploit its relationship with China and attempt to ruin the CPEC project. In the mean-time, China should contribute to fostering economic prosperity and development in the South Asian world. As regards economic and political conditions, China is strongly linked to prosperous South Asia. Furthermore, with the assistance of its strong ally-Pakistan, it can expand and maintain a strong influence on the Asian and African countries. The condition of peace and stability in Afghanistan was important not only to China, but also to the security and stability of the entire region of Southern Asia. In view of the changing economic condition, both countries should recognize the mutual interest in economic development and take advantage of the economic opportunities created by the CPEC. Consequently, both countries should set neutral political policies and need to stop mud-slinging manners and have serious and meaningful and fruitful dialogues for their future. On the Indian front, both countries should sort out their understanding issue through dialogues for the sake of aggregate benefit that can be achieved by the billion-plus population of the region. If Pakistan and India agree with the idea of CPEC, then through subservient links from Punjab and Kashmir CPEC could be extended to India, changing the whole threat of security to mutual benefit. Moreover, it can also materialize the implementation of IRAN-PAKISTAN-INDIA gas pipeline. Talking about UAE, if they join India, to halt the project, then ultimately, they will act against Chinese interest and would also sever its relationship with Pakistan, as they are not willing to look back on their plan regarding corridor. So, as a result, UAE needs to focus on securing its own future benefit CPEC and Gwader which have been ultimately the whole region's future. In conclusion, the policymaker of China and Pakistan should adopt innovative techniques and tactics to pursued landlocked central Asian countries to the holding firm with the CPEC project idea, furthermore, CARs, Pakistan and China must hold cooperative exhibitions to endorse and promote industrial and trade link. Instead of moving toward dependence to get them away from India via Iranian grips, these countries should be provided with more competitive and partnership proposals. In addition to that for grabbing the confidence of Russian for the corridor projects, so Pakistan has to take some concrete steps to have close strategic terms.

CPEC has been game changer for whole region, and that's why the success of Corridor is critical and essential for whole region i.e. Pakistan, Afghanistan, India, china, Iran, Central Asian nations. So it is the utmost responsibility of the whole region that beyond all constrains and disputes, they must deliver to the success of CPEC project because undoubtedly it will bring prosperity and economic stability in the region.

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