



ISLAMABAD INTERESTS IN CHINA PAKISTAN ECONOMIC CORRIDOR: AN ANALYSIS

¹Dr. Ijaz Khalid, ²Dr. Jawad Ullah, ³Dr. Bashir Ahmad

¹Assistant Professor, Department of Political Science, Abdul Wali Khan University Mardan, Pakistan.

²Lecturer Department of International Relations, Abdul Wali Khan University Mardan, Pakistan.

³Assistant Professor of History, Minhaj University Lahore, Pakistan

¹uijazkhalid@awkum.edu.pk, ²jawadkhan@awkum.edu.pk

³DOCTORBASHIRAHMAD@gmail.com

Abstract

This paper provides a political analysis of the China-Pakistan Economic Corridor (CPEC), a pivotal project of China's Belt and Road Initiative, dissecting the strategic and geopolitical interests for Pakistan. The article has skillfully scrutinized the complex interplay of power dynamics in the economic and strategic regional context, regional security architecture, and the pursuit of economic leverage by both China and Pakistan. For Beijing, CPEC serves as a strategic imperative, designed to enhance its regional influence, secure vital energy supply lines, and cultivate a sphere of economic dominance. Islamabad, conversely, perceives CPEC as a critical instrument for strengthening its economic sovereignty, modernizing its infrastructure, and mitigating its energy vulnerabilities. The analysis further investigates the political ramifications of CPEC, including its impact on regional power alignments, the securitization of infrastructure projects, and the potential erosion of Pakistan's political autonomy. It examines the contentious issues surrounding debt diplomacy, the strategic implications for regional stability, and the potential for CPEC to exacerbate existing political tensions. By employing a political lens, this paper seeks to provide a critical evaluation of CPEC's long-term geopolitical consequences, examining its role as a tool of statecraft and its impact on the regional balance of power.

Keywords: CPEC, Economic Interests, Political Interests, Strategic Interests, China, Pakistan.

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Corresponding Authors*:

INTRODUCTION

China Pakistan Economic Corridor (CPEC) 2015 ultimately added the missing chapter in their long-established military and diplomatic relations (Morris, 2015). CPEC project will not only benefit China and Pakistan but all the regions of South Asia, Central Asia, South East Asia, Middle East and Africa. On the one side of the picture, it provided opportunities for these regions but on the opposite direction, CPEC project undermine the interests of major powers including Russia, India and the USA. This study will begin its focuses on the responses of three major powers including Russia, India, and USA to the CPEC. Furthermore it will also analyze the *Rationales* of their responses on which these states have based their policy responses. The propose study will finally judge the responses and justifications from their *sources* they used to communicate their policy and rationales.

Chinese objectives in the international relations have clearly marked by its resources with sufficient Coal and steel; and it energy needs as the second largest consumer of oil and gas following USA. Keeping in mind its energy demands, Chinese policy makers adopted security oriented policies from 1949 till the Mao's death in 1976 but when Deng Zhao Ping came to power in 1978, he adopted economic oriented policy by putting political affairs in the second priority of the nation and placed China on a course of action that could rapidly transformed its talent potential into actual power (Swaine, 2000). China considered being the 21st century world workshop needs to hunter world resources especially from Africa, South Asia and Middle East through *Straits of Malacca* for maintaining its economic growth, when Ho Jin Tao talked about the Malacca Dilemma in November 2003 (M. Zubir, 2005). Externally the Malacca Dilemma and internally the Eastern Turkistan Islamic Movement (ETIM) in the western China compelled policy makers to come up with suitable and possible solutions. As a result, China Pakistan Economic Corridor (CPEC) project was the best option both to China's Economic and security issues that not only reduce the burden on *Strait of Malacca* but also will put an end to the unrest and will ensure peace and prosperity in the western China as well as to the regions of Central Asia, South Asia and Middle East (Lim, 2015).

PAKISTAN'S INTERESTS IN CPEC

PLAN OF CPEC

For the last six decades China and Pakistan enjoyed and achieved many landmarks in their bilateral relationships. During the first decade both states have developed strong diplomatic relations cleared all the demarcations of their international boundaries which based their relations on respect and trust. Along with strong diplomatic relations in the next decade both the neighboring states also added the security and defense issues in their long term cordial relationships which resulted more trade in terms of defense equipment and people to people contacts. In the coming decades both were declared as Iron Brothers and deepen its relations including all the areas of human life that ultimately benefited both the states. After the economic revolution that took place in China post Mao era under the leadership of Deng Zhao Ping in 1980s also changed the nature of China-Pakistan relations and consequently added the missing chapter of economic cooperation post 9/11 200, in their already diplomatic, political, social and military relationship (Khalid Manzoor Butt, 2015). To prove its true relations based on win-win principles china launched another landmark decision to connect its western part with Pakistan's most neglected area of KP and Baluchistan. In this regard China Pakistan Economic Corridor (CPEC) is the vision of the leadership of both countries for transforming this relationship to strategic economic cooperation and contour of CPEC came to the attention in July 2013. CPEC will take the China Pakistan relationship to new heights (Shah, 2018).

The CPEC was part of the long term and grand strategy of the Chinese One Belt One Road initiative that was chalk out by the new leadership of Xi Jin Ping when he came to power in November 2012 as a policy response to the US policy of Asia Pivot. To convert the Chinese dream into reality they started from China Pakistan Economic Corridor in 2013 with the Prime

Ministerial visits of Premier Li Keqiang and Nawaz Sharif in May and July 2013. To understand the official plan of the project the China Pakistan Institute (PCI) was set up in Pakistan to analyze the real developments about the project that is headed by Senator Mushahid Husain (Shah, 2018). In order to analyze the Ministerial visits PCI conducted Round Table discussion that was chaired by the Mushahid Husain and attended by Chinese and Pakistani academicians, think tank officials and media representatives, as well as officials from the Chinese Embassy in Pakistan. The senator talked about the Sino-Pak relations and bilateral ties and cooperation. He pointed out that the rest of the World may have concerned about the rise of China but for Pakistan it's a source of strength, peace and stability due to their long term well trusted and cordial relations. About the importance of Sin-Pak relations he said, that China is considered to be a source of unity in Pakistan because the whole political culture of Pakistan seek this relations friendly and reliable regional and international partner (Minhas Majeed, 2017).

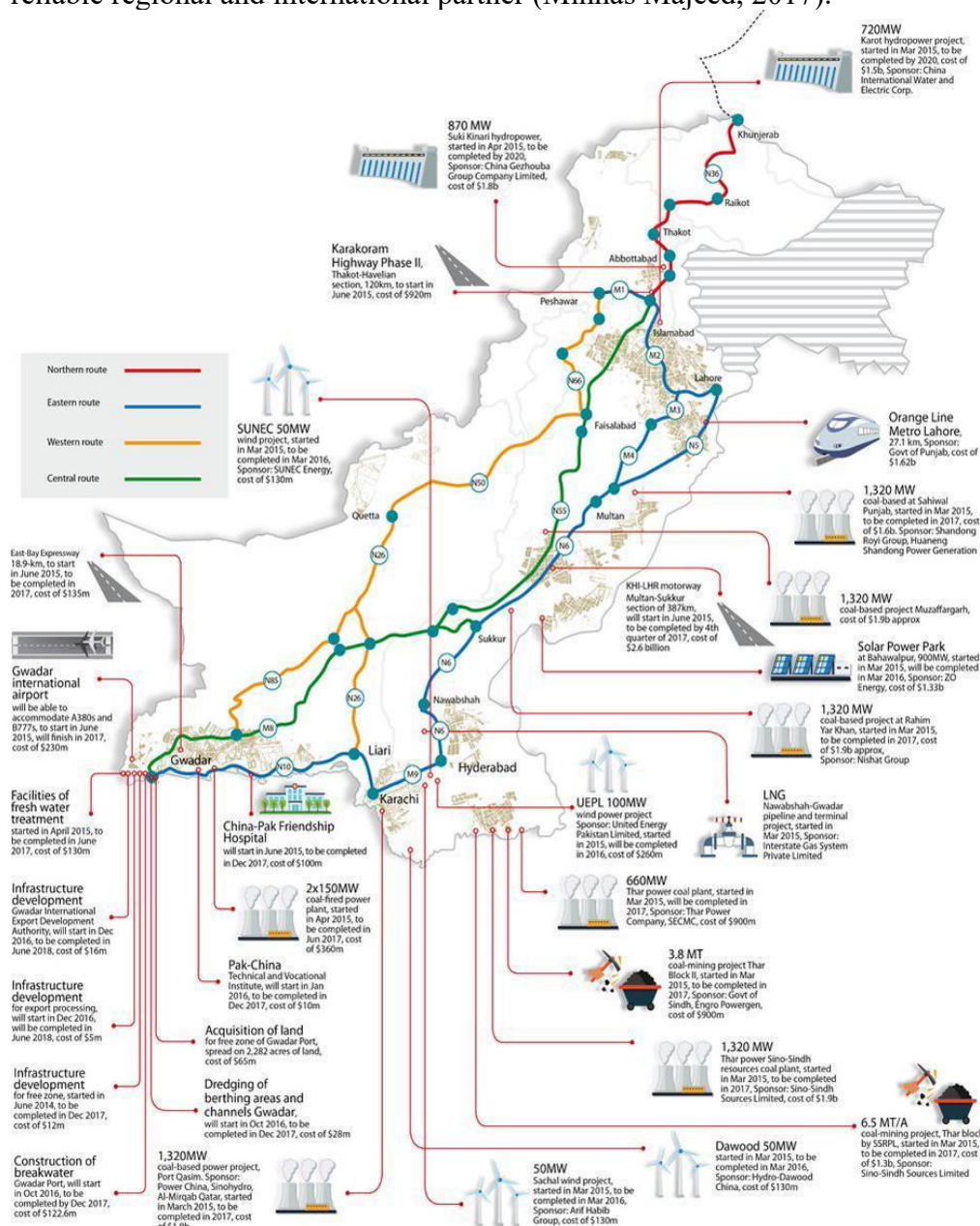


Figure: Accessed on August 20, 2017 copied from, <http://www.be2c2.com/wp-content/uploads/2015/11/China-Pakistan-Economic-Corridor-CPEC-infographics.jpg>

The senator highlighted the Beijing support for Islamabad that it has always took strong stand on the key issues of Pakistan including democracy, Kashmir, terrorism and nuclear power. He further stated that Pakistan strategic partner for the China and had always its voiced for the diplomatic and political support at every forum for the Chinese core concerns such as Taiwan, Tibet, and Xingjian and border issue with India. The senator talked about the current evolving environment of bilateral relationship with special reference to contain the peaceful rise of China and demanded to make these relations closer and cooperative. He marked instability in Pakistan and security threats to Chinese workers in Pakistan part of the so called New Great Game that some regional actors imposed on the region. He also declared the role of China in Afghan conflict is constructive not destructive because it seek important to its security in the western China (Minhas Majeed, 2017).

To make any project successful in Pakistan the chairman emphasized, that now Pakistan should take practical steps to improve its domestic security and make Pakistan as a viable place for foreign investors in general and especially for the Chinese who are working in Pakistan. He also declared the sensitive areas and pointed out to give priority to the Baluchistan and Gilgit-Baltistan. For that purpose he also proposed an Industrial Security Force (ISF) to guarantee maximum preventive measures. Along with these forces the chairman also indicated that in order to ensure security to foreign investors the government also reform bureaucratic procedures that prevented the implementation of major projects. He appreciated the current government of Nawaz Sharif's decision to create a monitoring cell at the Prime Minister House to oversee the outcomes of implementation of the projects with China (Minhas Majeed, 2017).

CPEC will connect China and Pakistan through huge network of roads, highways, railways and pipelines. It is estimated that the road will run 2700 kilometers from Gwadar to Kashghar. It is estimated that the total budget that was allocated for the project is \$46 billion. In this project it is also decided to construct a motorway of about 1100 kilometers that connect the major cities of Pakistan of Lahore to Karachi which has already connected to Lahore-Islamabad motorway. In the corridor it is also plan to widen the Karakorum highway that directly linked to Rawalpindi and Chinese borders of western part. The news also highlighted that a network of pipelines shall also be chalk out for the transportation of liquid natural gas and oil from Iran, Middle East and African nations to China (Hussain, 2017).

GWADAR PORT

In 21st century, the World Politics dominated by the Sea politics due to increase commercial and business activities that made the affairs of the more complex. In this context the major powers always kept an eye on the crucial spots of the Oceans that are strategically significant and important to control for the protection of Communications Sea Lanes. Gwadar port is one of them that is considered to be the significant deep sea port of Pakistan which located at the heart of Persian Gulf, Strait of Hormuz. Historically, it was part of the Omani Sultanate but in 1958 purchased by Pakistan (Malik, 2012). Initially, it was under Port Singapore Authority (PSA) to construct the port but its importance increased when the port handed over to the China Overseas Port Holding Company (COPHC) in 2013. The port got tremendous attention when CPEC was launched in 2015 and the work speed up with a rapid pace. The port also became a source of concerns for the other regional and global powers when Beijing announced a new plan to mark the port as the hub of international business and politics by launching the programs of developing of Gwadar city, Power Generation Plants and International Airport. Ultimately, the port operationalizes and has started shipment, seasonal cargo that generates business and commercial activities (Hussain, 2017).

For Pakistan the port has strategic and economic significance as it is located in the strategically important junction of shipping and oil trade routes. Additionally, it can play a role of international trade hub that Central Asia, South Asia, Middle East and African emerging economies. This specific role of Gwadar will ultimately contribute to political stable and

economically sound player in the region (Hussain F. , 2020). For China, Gwadar port has more benefits than Pakistan as it can be utilized for the political, economic and strategic interests. Economically speaking, it can reduce and even cut down the distance from 1200 KM to 3000 KM by providing a safe and protected business route to the Chinese underdeveloped region of Xinjiang. Politically speaking, it has the ability to contribute to reduce the threats posed by the US and its allies that are located around the South China Sea, Strait of Malacca and Indian Ocean. Strategically, the port also presents an upper hand by controlling the Choke point of Arabian Sea and Indian Ocean to monitor the hostile nations' Communications of Sea Lanes (Hassan, 2005).

INTERESTS

Pakistan needs economic uplift in the terms of provision of jobs, construction of roads, economic zones and so on and so forth. Pakistan and people of Pakistan will get benefit from energy projects, employment, communication projects and all sort of socio-economic development that the CPEC has to offer. But we have doubts and misunderstandings on the issue which may harm our national prospects.

ECONOMIC INTERESTS

One can remind the major decisions in Pakistan foreign policy that were started from the alignment policy in the 1950s with the US and West, the 1965 war, the 1971 war and the break of Pakistan into two pieces, the Nuclearization of Pakistan, the Afghan war of 1979, post-Cold War situation in Afghanistan, post 9/11 2001 terrorists attacks and war in Afghanistan and lastly the China Pakistan Economic Corridor 2015. Among all these major decisions of Pakistan foreign policy CPEC will achieve what Pakistan is looking for to get benefits of geo-strategic position linking the on the one hand Europe, Africa, Middle East and India to the resource-rich areas of the Central Asian Republics (CARs) and with Russia and China while on the other hand it also considered as a bridge for the CARs, Russia and Western China to do their business through CPEC. It is also assessed that in coming one decade the World two third trades would go through CPEC and Pakistan will be a hub of international trade.

To ensure Economic Rebirth of Pakistan, Pakistan from its inception in 1947 till date has relied on foreign aid and assistance for running the state machinery but no program or policy could make Pakistan economically, politically stable country of the region. Every state has some phases towards the development while chalking out the foreign policy objectives but Pakistan still in the first phase of its foreign policy objectives and considered a security oriented foreign policy and does not enter to economic or political stability stage. Those who are expert on Pakistani politics blamed diverse factors for this great negligence, some marked the inefficient political leadership other pointed out the extra role of military role in interference in the politics of Pakistan while some Pakistani are of the opinion that the international environment and specially the behavior of India from beginning is also contributed a lot to contain Pakistan to a security oriented state by adopting policies in Kashmir, involvement in Afghanistan to hurt Pakistan and directly involved in Baluchistan affairs to destabilize the state (Massarrat Abid, 2015).

The only one positive signal to Pakistani society is Pak-China relations on which every Pakistani is agreed and there are no two opinions about that. In this regard CPEC is considered to be the game-changer, fate-changer whatever terminology one gives to it but for Pakistan it's a rebirth in terms of economic development because it's a win-win situation for both China and Pakistan in which both states will get benefits. The war on terror torn state needed economic recovery when it lost most of its infrastructure, increased unemployment, heavily destroyed its business and the most important is the trust of international investors on Pakistan which it lost due to War On terror. Chinese investment in Pakistan will boost its GDP 274 billion \$ by over 15%. Post 9/11 2001, Pakistan was known for dangerous country, failed state and the center of terrorism but now enjoyed more fiscal position than India reducing its budget deficit to 4.7% of

GDP in 2014 while India 7%. Another indicator of Pakistan economic recovery is that it is cheaper and competitive in terms of as an emergent market for the foreign investors.

To overcome the energy issue, in modern era the industrial revolutions comes when a state has sufficient level of energy and it is considered to be life line of every state economy. Like other countries of the region with growing population and industrial modernization, Pakistan also need energy for its economic development but unfortunately due to involvement in the War on terror Pakistan faced sever energy crises? No satisfactory solution to the issue has yet been found and the citizens are facing the problem of power supply in this modern technology era. The business of people has been heavily damaged by the deliberately load shedding across the country especially in the major cities of Pakistan. In this regard CPEC is the ideal to get rid of the energy crises when it will inject 35 billion\$ out of 45.6 billion\$ in the energy sector while the rest are divided on the other sectors. The revival of energy sector will boost up Pakistan industrial and textile sector that will lead to increase in 2 percent of Pakistan's GDP growth. Planning Development and Reforms Minister Ahsan Iqbal summarized the CPEC projects and said that the corridor will cover four major sectors and energy sector is one of them that will produce total 10,400 megawatts hat will completed in 2018. The project would be based on, coal, solar, wind and hydropower generation that produce 16,400 MW, adding to this there would be another small 10 projects in Thar Desert which has the capacity of 6,600 MW that transform the most under developed area into develop and industrial zone (Massarrat Abid, 2015).

TABLE-1: ELECTRICITY IN PAKISTAN -2030

Electricity in Pakistan - 2030						
	Installed Capacity (MW)	CPEC (MW)	Non-CPEC Under Construction (MW)	Sub-total (MW)	Proposed	Total (MW)
Hydro	6555	2690	5230	14475	39805	54280
Coal	190	12180	0	12370	1110	13480
Nuclear	1117	0	2540	3657	5143	8800
Solar	100	1000	0	1100	1000	2100
Wind	630	350	2420	3400	0	3400
Thermal	10425	0	0	10425	1200	11625
Natural Gas	7290	825	5440	13555	6000	19555
Other	560	0	500	1060	500	1560
Total	26867	17045	16130	60042	54758	114800

Source: accessed, August 20, 2017. <https://defence.pk/pdf/attachments/electricity-jpg.371623/>

To develop infrastructure: it is necessary for every state to improve its infrastructure if it wants to be economically develop. For the flow of people and goods the state needs build its roads, railways, Sea and Dry ports and other means of communication through which state achieve economic interests. The already poor infrastructure became worse with the starting of War on terror which lasted for 15 years and severely destroyed the infrastructure of Pakistan. Pakistan through CPEC will seek to improve its war torn infrastructure by connecting it with the regions of Asia, Europe, CARs and Middle Eastern states and will remove all the trade barriers that will lead to free trade zones and will create peaceful environment for international trade. In this regard Pakistan wants to be the center of international trade and to improve the living standard

of its citizens. This joint project would be used for the creation of economic and industrial cities that would link all the four provinces of Pakistan, AJK, Fata and Gilgit-Baltistan to expand benefits of the initiative through the country (Massarrat Abid, 2015).

To eliminate Poverty: CPEC is considered to be the game changer in terms of poverty eradication from Pakistan and it is estimated that millions of people will lift from poverty and misery. Completion of infrastructure will lead to the economic development that will create economic and industrial zones and cities which consequently improve the existence industries of garments, industrial parks, textiles, construction of dams, and installation of nuclear reactors (Shebonti Ray Dadwal, 2017). All of these developments will generate employment and business opportunities for the people of Pakistan. Along with this Pakistan also seek to have more modern equipped hospitals, technical and vocational training institutions and the most important the supply of clean water that will provide the quality life to the people of Pakistan (Massarrat Abid, 2015).

POLITICAL INTERESTS

The China Pakistan Economic Corridor is one of the most ambitious mega projects that Pakistan has initiated during its sixty eight years of co-existence with China as closest strategic and economic partner (Masood, 2016). It has been termed as a game changer and transitional due to vast politico-economic expectations connected to CPEC (Saoud, 2019). Now how much these expectations are realistic and rational to achieve its goals and how much it is just a misleading and exaggerated publicity? Is Pakistan so much serious as China in the execution of this project? A general consensus among the federating units and political parties though exists regarding the economic usefulness of the project but are these units and parties cooperating the federal government in the execution of this large scale economic plan or not? Besides this, it also will have to see that P.M's health and Panama leaks scandal would divert the attention of the ruling party from this grandeur project or will be intact with it till accomplishment (Masood, 2016).

Keeping in view the benefits of the economic corridor, Pakistani leadership instead of failure, should do their utmost struggle to get through of it and avail this gigantic economic opportunity. Since conception, Pakistan's engineers and other technical staff along with contractors can upgrade their administrative and technological capabilities for the enactment and growth of the plan and its regular maintenance if close coordination is made with the Chinese personnel. This is an opportunity for not only learning but a monitoring skill for its compliance otherwise it will go into Chinese possession (Abid M. &, 2015).

That is why Pak army is continuously playing a significant role in decision making and its implementation though civil government is not expecting to shoulder responsibility to the extent required for CPEC. It is due to this reason that Chinese also preferring military for speedy work regarding its completion and so army has built 800 Km long road inside Baluchistan and other infrastructure in far and flung areas of the province. So, military role is unavoidable as the project needs good quality of managerial skills, transparency and accountability, already emphasized by Gen. Raheel Sharif (Khan A. U., 2014).

STRATEGIC INTERESTS

Pakistan's army is assisting the Chinese project not only in developmental sector but is providing tight security comprised of fifteen thousand personnel under the command of major General undertaking protection of railways, roads and fiber networks (Irshad, 2015).

To develop additional links for neighboring states, Pakistan's land access to Central Asia and Russia and in repose Iran's approach to China through Karakorum Highways along with India's involvement in Chabahar port in Iran for connecting it with a road network to Afghanistan, will open up opportunities for regional states in order to complement rather than to confront one another. In short this project will not only bring prosperity in the

underdeveloped parts of Pakistan but a sustained development in China as well (Massarrat Abid, 2015).

The engagement of the private sector in the project by both states would be greatly advantageous in relation to participation, dissemination of technologies and managerial skills on a broader scale also. Since last two years the project has got momentum in the fields of infrastructure and energy projects. That is why international investors have taken keen interests in the program. The joint project of CPEC provides a great opportunity for Pakistan to stabilize its economy, develop its strategic position, and build its national capacity (Massarrat Abid, 2015).

CHALLENGES TO CPEC

CPEC being an important and one of the first and fast growing project of the Chinese One Belt One Road initiative has great importance for not only the partner states but also for the regions which has impacts on them. In order to implement this project the partner country faces a lot of constraints within China, Pakistan and the regions around (Haider, 2015). In this regard, CPEC will not be implemented and would be completed without internal and external challenges due to four reasons.

- Firstly, keeping in mind the historical experiences of Chinese workers found security threats in Pakistan which has great impacts on the implementation of this joint mega venture. In order to tackle this issue Pakistan must provide security to Chinese workers and technicians.
- Secondly, Chinese investing huge money in Pakistan but also put on some responsibility to provide its capacity building and professional skills to meet the deadlines of construction of roads, railways and power stations on the part of Pakistan which has always seen very difficult for the state of Pakistan. Any failure in this part would multiply the negative perception with reference to the success of CPEC as it was seen in the Pak-Iran Gas project.
- Thirdly, Pakistani officials repeatedly stated that the project will be sabotaged by foreign forces for which covert sponsor can be used to make CPEC damage by means of terrorism. Fourthly, like other mega projects CPEC is also becoming the victim of corruption, nepotism and inefficiency (Massarrat Abid, 2015).
- The main hub of the CPEC is Gwadar port that will provide a safe way of international trade to China Central Asia and even Russia and according to some analysts in the coming decade 2/3 of the World trade would go through CPEC (Hussain E. , CPEC: Governance and security challenges—Implications for the Belt and Road Initiative., 2019) . On the one side it provides great opportunities to the Partner states but on the other side it will also pose threat to these states (Abid, 2015) . Secondly, India raised serious concerns about the CPEC going through the Pakistan Occupied Kashmir (POK) to which they considered to dispute area between India and Pakistan (Abid, 2015).

POLITICAL CONTROVERSIES IN PAKISTAN

Unfortunately Pakistan major projects were the victim of political conflicts and rivalries among the major political parties. Kala Bagh Dam is one of the great examples in this regard. The project was designed to overcome the energy shortage in the country but it became the victim of political controversies which contributed to the current energy crises (Samrana Afzal, 2018) . CPEC again becoming the target of political parties and their grievances against each other that led to slow down the completion of the project (Jia, 2017). The mega project of CPEC started in 2015 when Pakistan was ruled by Pakistan Muslim League Nawaz (PMLN) a national party which is considered to be a Punjab oriented political party. The rest of the parties have put up their grievances about the \$62 billion project that only benefits Punjab and the minority provinces were ignored in the fruits of the corridor. Pakistan People Party (PPP) and Awami National Party (ANP) and even Pakistan Tehrik Insaf (PTI) have strong reservations on the handling of project. Here are approaches of different political parties about the priority of building the CPEC routes.

PAKISTAN MUSLIM LEAGUE (N)

Federal Government currently represents PMLN states that China Prefer eastern route and the provincial government of KP demand of western route has no protocol because investment came only for eastern route. Moreover they believe that this is not in the hands of Pakistani Government to choose the route but it's the Chinese decision to opt for suitable route. Federal government is concentrating over the expensive motorways in Punjab and Sindh (Mushtaq, 2018). Prime Minister Nawaz Sharif after All Parties Conference (APC) announced that western route should be completed first. Federal government claimed that they have allocated Rs 10 billion for the building the western route to counter the grievances of KP but what is important to note here that allocation is necessary but implementation is too much needed to make it operational so that it can start fruits to the war devastated people of KP and Baluchistan. (Muhammad, 2016). Federal government took notice of agitation of KP and Baluchistan Governments and tried to overcome their resentments in the answers of the demands Federal government gave priority to the western route with complete package of facilities as mentioned in CPEC Project. Federal Government also stated to consult any issue directly to the government not to the media because it will give wrong impression to the Chinese Government (Waseem, 2016).

PAKISTAN TEHRIK-E- INSAAF (PTI)

PTI the current government (2013-2018) in the Khyber Pakhtunkhwa blamed federal government for neglecting small and deprived provinces of Pakistan like KP and Baluchistan in the billion \$ project. KP Provincial Government has given a threat of launching a protest against the Federal Government. KP government refused to cooperate for any project until and unless their demands will not be entertained. Dr *Said Aslam Mahsood* the leader of the KP *Ulas Tehrik* pointed that only 1.4% has allocated for KP and 80.4% for Punjab in the developmental works. Every political leader is demanding from federal government to build national consensus over CPEC Route construction (alam, 2015). KP government's officials have distrust about the Federal government changing the maps about the western route. Instead constructing of Hassan Abdal-Mianwali-DI Khan-Zhob-Quetta route they are concentrating on Islamabad-Lahore-Multan-Sukkur-Quetta route. KP and Baluchistan Governments resentments urged federal government to change its decision about the western route. (Adnan, 2015). KP Provincial Government said that KP is important Province of Pakistan and its reservations should not be ignored at any cost. Otherwise it will lead towards serious complications for the Federal Government (Ayaz Ali Shah, 2019).

AWAMI NATIONAL PARTY (ANP)

ANP also raised objections against CPEC route that KP and Balochistan has proper right of enjoying all the developmental procedure as the Punjab and this part of Pakistan why it should be kept deprived and poor?. If the demands will not be fulfilled then we will go for strike and will use all the means of protests to get the rights of Pakhtun. KP and Baluchistan will not be quite any more on their exploitation of resources. If it would be done than any Federal Government would be held responsible. They said that Punjab will not be the only beneficiary of CPEC. They added that the government first priority should be the distressed people to get benefit not the already well off people of central Punjab (Shah, 2015). ANP said that we will reject any invitation from Federal Government to attend the meetings on CPEC project. ANP stated that Federal Government activities regarding CPEC project showing that eastern route cannot be ignored even if it affects KP, Baluchistan and Sindh Provinces. ANP's leader Asfandiyar Wali Khan said that people want from Prime Minister not to ignore western route because the residents of Baluchistan, KP, FATA and Sindh prosperity is attached with the completion of western route. ANP was strictly criticized to put the federal government wrong and alleged ANP as enemy of Pakistan. (Sial, 2014) Pakistan

PAKISTAN PEOPLE PARTY (PPP)

Pakistan People's Party also at the front page on the issue of CPEC route controversy, and demanding from Federal Government to build confidence among the all parties on the this issue.

The same allegation is made by the PPP that Federal Government is diverting from the decision made in the All Parties Conference on 28 May, 2015. About the western route, PPP said that we are not against the eastern route but we are supporting KP and Baluchistan on this issue. (Khan, 2016) PPP's provincial president Senator Khanzada Khan stated that we will not let the KP to stand alone for their rights we will support them. PPP said that KP is affected Province by the terrorism and its condition should be improved. PPP said that providing due shares to every province is the sole duty of the Federal Government similarly rights in CPEC project is also the duty of Federal Government to distribute it equally. PPP said government cannot ignore easily the desperate condition of KP and Baluchistan (Jawad Tariq, 2016).

CONCLUSION

Both the states China and Pakistan have based their bilateral relations on common interests and mutual cooperation that led to develop a consensus on the issues related to them, to the regions that surrounded them and to the World in general. The World has associated different terms to their bilateral relations like, "the Iron Brothers, friendship Sweater than Honey Higher than Himalayas, deeper than the Ocean." China Pakistan Economic Corridor being part of the China's Belt and Road initiative is a game changer, flagship project of both the neighboring states of China and Pakistan. CPEC also considered being the Zipper of Eurasian and African continent that connects most of the OBOR members in Asia, Middle East, Central Asia and the emerging economies of the African nations by a network of rail and road. It's a symbol of their long term diplomatic, political, strategic and economic relations that was based on trust and cooperation from the time of their inception in 1950s.

The plan of the study provides a long-term comprehensive strategy to rebuild Pakistan politically and strategically that enable to counter India. It also provides Pakistan a network of rail, road, energy and development. It will also bring economic stability to the economy which is a big concern for Pakistan. It also involves the construction of modern highways, railways and airports which will bloom the country infrastructure, facilitate Tarde and will enhances local the chances of foreign inverters. The development of new industries will also provide many opportunities to the while on other hand CPEC in its planning declared Gwadar port as a Hub of international business not only for China and Pakistan but also for the three regions of South, Central Asia and Middle East. For China *Gwadar* Port is the initiative of Beijing's maritime dominancy and foot print in the Indian Ocean that could easily surveillance its navigation route. There are some objections on the Beijing's presence in the deep-Sea port by the Indian and American but this will not change the plan of the CPEC.

Keeping in minds these factors both PRC and Pakistan are well aware of the Challenges that posed threat to the completion and operation of the CPEC. There broadly two type serious threats to CPEC. Internally, like the other mega project in Pakistan the political controversies of different political parties representing divert parts of the state have diverted opinion about the huge investment of Beijing in Pakistan. This political disagreement was also coupled by the Civil-Military relations in Pakistan, which is a permanent issue in understanding the nature of its politics. Externally, the Indian has the gravest concerns about the CPEC as it passes through the *Gilgit-Baltidan (GB)* which is considered being part of Jammu and Kashmir. China issued many warnings to India not to hurt CPEC but they have their own calculation along with American who also believes on the containment of China and declared a *Hybrid War* on CPEC. So both internal and external challenges have a lot of concerns for both China and Pakistan to handle in the near future.

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