

China Pakistan Economic Corridor Cpec

The China-Pakistan Economic Corridor of the Belt and Road Initiative Concept, Context and Assessment Springer

Current academic literature is replete with analyses on the return of great power competition due to China's rise. One area of concern among policy makers has been China's One Belt and One Road Initiative (BRI) and its impact on global security. This thesis examines India and Pakistan's reactions to China's BRI through analysis of political, economic, and geostrategic factors. India's non-support for the BRI stems from the perception that the BRI poses a direct threat to the rules-based international system and its own aspirations to become the South Asian region's dominant power. Conversely, Pakistan supports and has actively engaged in the BRI to counter a growing India and to increase its national power to achieve that end. This compilation includes a reproduction of the 2019 Worldwide Threat Assessment of the U.S. Intelligence Community.

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China's BRI, an extensive foreign policy and economic initiative, has already made massive inroads in South Asia. Thus, the BRI has become a symbol of Chinese soft power in the region. China is attempting to advance its positive image in South Asia, spurring regional economic growth by tapping into underdeveloped markets via inter-regional connectivity. As a result, the BRI could open the flow of trade and wealth to member countries. Specifically affecting India are the Chinese-Pakistan Economic Corridor (CPEC), the Bangladesh-China-India-Myanmar (BCIM) corridor, and the Maritime Silk Road Initiative (MSRI). These three economic corridors represent the BRI in South Asia and will eventually be incorporated into the greater BRI enterprise.

Master's Thesis from the year 2016 in the subject Politics - International Politics - Region: South Asia, grade: 1.65, University of Erfurt (Willy Brandt School), language: English, abstract: In recent times, Chinese foreign policy has transformed considerably and it is apparent that China now aims to reinvent its global image and also step-up its clout and impact at the international level. It also aims to give rise to an economic order that serves Chinese interests, something that China cannot expect from the largely Western-dominated

institutions. The establishment of the Asian Infrastructure Investment Bank (AIIB) was a decisive step in this direction. In a broader sense, this can be related to China's ambitious "One Belt One Road" (OBOR) initiative which envisages the revival of the erstwhile Silk Road through two major projects- A Silk Road Economic Belt and a 21st Century Maritime Silk Road. In April 2015, President Xi Jinping announced 46-billion-dollar investment plans in Pakistan in the shape of the China-Pakistan Economic Corridor (CPEC) which will connect the Chinese city of Kashgar to the strategically located Gwadar Port in Pakistan. This was conceived as a part of the OBOR initiative. Although a daunting undertaking, the successful completion of this project would result in unparalleled economic and strategic gains for both the parties involved. Also, the increased cooperation between these two neighbors engenders major ramifications for the foreign relations of both the countries. This thesis attempts to take a closer look at the CPEC and expound the strategic implications of the project for both China and Pakistan.

The global implications of China's rise as a global actor In 2005, a senior official in the George W. Bush administration expressed the hope that China would emerge as a "responsible stakeholder" on the world stage. A dozen years later, the Trump administration dramatically shifted course, instead calling China a "strategic competitor" whose actions routinely threaten U.S. interests. Both assessments reflected an underlying truth: China is no longer just a "rising" power. It has emerged as a truly global actor, both economically and militarily. Every day its actions affect nearly every region and every major issue, from climate change to trade, from conflict in troubled lands to competition over rules that will govern the uses of emerging technologies. To better address the implications of China's new status, both for American policy and for the broader international order, Brookings scholars conducted research over the past two years, culminating in a project: Global China: Assessing China's Growing Role in the World. The project is intended to furnish policy makers and the public with hard facts and deep insights for understanding China's regional and global ambitions. The initiative draws not only on Brookings's deep bench of China and East Asia experts, but also on the tremendous breadth of the institution's security, strategy, regional studies, technological, and economic development experts. Areas of focus include the evolution of China's domestic institutions; great power relations; the emergence of critical technologies; Asian security; China's influence in key regions beyond Asia; and China's impact on global governance and norms. Global China: Assessing China's Growing Role in the World provides the most current, broad-scope, and fact-based assessment of the implications of China's rise for the United States and the rest of the world.

"The China-Pakistan Economic Corridor (CPEC) -- which connects China's western province of Xinjiang to the Pakistan's Arabian Sea coastline in Balochistan province -- is the first large-scale attempt to bolster economic ties between Beijing and Islamabad, after decades of robust diplomatic and military

relations. Based on interviews with federal and provincial government officials in Pakistan, subject-matter experts, a diverse spectrum of civil society activists, politicians, and business community leaders, the report puts CPEC in historical and economic context, identifies challenges to it, and assesses its implications"--Publisher's web site.

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 suspicions, and U.S. 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 address that gap and provides policy recommendations for Pakistan to deal with potential impediments in implementation of the project.

The China-Pakistan Economic Corridor (CPEC), a flagship of China's Belt and Road Initiative (BRI) that was officially launched in April 2015, promised transformational gains. Five years later, a quarter of announced projects have been completed, energy projects dominate, and industrialization efforts are lagging.

China-Pakistan Economic Corridor (CPEC), a mega development project signed between China and Pakistan is considered to be a "game changer" on economic and geo-strategic grounds. On one side, the project would help China in achieving its foreign policy goals to expand from the South China Sea to the Indian Ocean and Arabian Sea, it would ensure economic growth in Pakistan and subcontinent as a whole. The China-Pakistan Economic Corridor (CPEC) is a development megaproject that aims to connect Gwadar Port in southwestern Pakistan to China's northwestern autonomous region of Xinjiang, via a network of highways, railways and pipelines to transport oil and gas. The economic corridor is considered central to China-Pakistan relations and will run about 3,000 km from Gwadar to Kashgar. Overall construction costs are estimated at \$46 billion, with the entire project expected to be completed in several years. The Corridor is an extension of China's proposed 21st century Silk Road initiative. According to a Firstpost report, "this is the biggest overseas investment by

China announced yet and the corridor is expected to be operational within three years and will be a strategic gamechanger in the region, which would go a long way in making Pakistan a richer and stronger entity than ever before." Relations between Asian rivals India and China have come under considerable strain in the recent months as mutual misgivings are steadily mounting. A slew of issues has led to the current strain and is likely to continue, unless one or the other blinks. However, neither country appears to be in the mood to do so. China is watching with some concern India's growing warmth with the US. Beijing believes that Washington is propping up New Delhi to balance China's increasing military might in the Asia-Pacific. India has also been vocal about the South China Sea. During President Barack Obama's visit, India and US had issued a separate joint statement on the South China Sea calling for all parties to respect international laws. This book contains the fundamental and basic information of the subject and useful for teachers, students and researchers.

Since 2007, the biennial International Conferences on Dynamics in Logistics (LDIC) offers researchers and practitioners from logistics, operations research, production, industrial and electrical engineering as well as from computer science an opportunity to meet and to discuss the latest developments in this particular research domain. From February 12th to 14th 2020 for the seventh time, LDIC 2020 is held in Bremen, Germany. Similar to its six predecessors, the Bremen Research Cluster for Dynamics in Logistics (LogDynamics) organizes this conference. The spectrum of topics reaches from the dynamic modeling, planning and control of processes over supply chain management and maritime logistics to innovative technologies and robotic applications for cyber-physical production and logistics systems. LDIC 2020 provides a forum for the discussion of advances in that matter. The conference program consists of three invited keynote speeches and 51 papers selected by a severe double-blind reviewing process. Within these proceedings all the papers are published. By this, the proceedings give an interdisciplinary outline on the state of the art of dynamics in logistics as well as identify challenges and solutions for logistics today and tomorrow.

Bringing together a collection of interdisciplinary chapters on China's Belt and Road Initiative (BRI), this book offers a comprehensive overview of the topic from a business and management perspective. With a focus on the China Pakistan Economic Corridor (CPEC), Volume II provides theoretical and empirical analyses of the opportunities and challenges facing businesses. With contributions covering economics, agriculture, energy, value chain, ethics, governance, and security, this collection is a useful tool for academics as well as policy-makers and practitioners in China, Pakistan, and other countries along the new Silk Road.

Chinese mammoth investment projects abroad, and especially those under the Belt and Road Initiative (BRI) umbrella, are receiving heavy scrutiny in academic and policy circles. However, there is insufficient empirical evidence to evaluate their impact. This paper employs a difference-in-differences approach and a pair of new datasets on government spending and economic activity compiled by the World Bank to examine the local impacts of the Chinese-Pakistan Economic Corridor in Pakistan. It finds that the 2013 announcement of CPEC was accompanied by a disproportionate increase in government spending in CPEC districts. However, in the six years after it was first announced, CPEC has not directly contributed a significant increase in economic activity in the districts along its path.

This book focuses on the implementation of the China-Pakistan Economic Corridor (CPEC), a multi-billion-dollar infrastructure development project intended to connect Asia with Europe, the Middle East and Africa. By introducing a new analytical approach to the study of economic corridors, it gauges the anticipated economic and geopolitical impacts on the region and discusses whether the CPEC will serve as a pioneer project for future regional cooperation between and integration of sub-national regions such as Balochistan, Khyber Pakhtunkhwa, the Federally Administered Tribal Areas, and Gilgit-Baltistan. Further, it explores the interests, expectations and policy approaches of both Chinese and Pakistani local and central governments with regard to the CPEC's implementation. Given its scope, the book will appeal to regional and spatial sciences scholars, as well as social scientists interested in the regional impacts of economic corridors. It also offers valuable information for policymakers in countries participating in the Belt-and-Road Initiative or other Chinese-supported development projects.

International trade and related economic activities in Central and South Asia are increasing as developing economies, particularly India and Pakistan, grow. China continues to emerge as a major regional and global power and has embarked upon numerous regional economic and political initiatives. A major development is the China - Pakistan Economic Corridor (CPEC), a host of infrastructure and trade projects worth over 40 billion American dollars. This report analyzes CPEC and its potential regional effects, including the trade security implications of the port and land infrastructure developments. As trade increases in the region and the major CPEC infrastructure projects are completed, there will be numerous implications on trade security and geopolitics within South Asia. CPEC projects uniquely intersect numerous regional situations, including territorial disputes in Kashmir, the Afghanistan/Pakistan border, and Chinese foreign policy ambitions. A nuanced understanding of these effects can influence future policy adjustments in this region. The views expressed in this report are those of the author and do not necessarily reflect the position of Sandia National Laboratories or the author's current and past institutions.

CPEC is no doubt a big project with many dimensions and many targets. It is hailed as a game changer. However, debate still goes on in Pakistan and around the globe, about whose favor the game will change. As a weak partner in any game, trade or pact does not dictate terms or win the game.

Seminar paper from the year 2020 in the subject Business economics - Economic Policy, grade: 1,0, Catholic University Eichstätt-Ingolstadt (WFI), language: English, abstract: This paper aims to answer the following question: How does the China-Pakistan Economic Corridor affect Sino-Indian relations? Based on academic literature and newspaper articles, the development of the relations will be analyzed. First, a short background of Sino-Indian relations since the Sino-Indian war in 1962 will be provided, before focusing on the disputed area of Gilgit-Baltistan. Second, CPEC will be briefly described, of which the Diamer Basha Dam project -which is located in Gilgit-Baltistan - will be closely looked at. In the main part of this paper, the implications of CPEC and Diamer Basha Dam project on Sino-Indian relations will be examined. Finally, the findings will be summarized with a focus on the effects on the sustainable development goals. It is to be noted that the relationships of both China and India

with Pakistan play a vital role in this research question, hence there will be references made for a thorough understanding.

There has been a great deal of speculation and prognostication about the China-Pakistan Economic Corridor (CPEC). The project's name suggests it is intended to be an 'economic corridor' connecting Pakistan overland with China's Xinjiang province. This book examines whether CPEC's primary purpose is as an overland conduit for trade and economic cooperation between China and Pakistan. The key finding is that aims related to regional geopolitics and internal security have, in reality, a more significant impact. The book demonstrates that China's goals in Pakistan are primarily geopolitical rather than geo-economic, since the notion of constructing an economic and transportation 'corridor' between Pakistan and China is logistically and economically problematic due to a range of foreseeable problems. Most importantly, border disputes with India and the containment of domestic separatism motivate are the driving forces for cooperation between the partners. This book will be of interest to scholars who research the BRI, as well as policy makers.

Research Paper (undergraduate) from the year 2018 in the subject Economics - Case Scenarios, , course: B.A.LL.B, language: English, abstract: The growth of china has been remarkable since it undertook reforms in 1978 and china is currently the world second largest economy in the world having overtaken Japan. To continue its dominance in the economic front the concept of the silk road was proposed. The renewed initiative of china government to face the new challenges that arises during the development of the new economic power like India and Japan taking its position again. The official document titled VISION and MISSION on this project in 21stCentury says that project aims to build an open inclusive and balanced regional cooperation with ideology that benefits to all country involved in the initiative .For achieving its objective a new silk road economic belt will link china to Europe that puts through mountains region in Central Asia and the maritime silk that links china port facility with African coast and Suez canal much of china's logic on this particular project is based on geo politics and therefore Chinese President Xi Jinping has made the project both his foreign investment policy and national policy. Chinese belt and road initiative is a multifaceted economic diplomatic and geographical undertaking that has morphed through various nations. What china gets from BRI, these projects are likely to increase Chinese economic and political stability. This initiative by the Chinese government is very helpful in connectivity, economic stability and development among the participating countries. Also uniting the world as per the Hindu quote "VASUDEVA KUTUMB". Furthermore, it will promote trade and commerce which in result will generate employment opportunity. This paper put forward the BRI and China how it will benefit and make Asia once again united in economic and development prospective.

An expert on China's global infrastructure expansion provides an urgent look at the battle to connect and control tomorrow's networks. From the ocean floor to

outer space, China's Digital Silk Road aims to wire the world and rewrite the global order. Taking readers on a journey inside China's surveillance state, rural America, and Africa's megacities, Jonathan Hillman reveals what China's expanding digital footprint looks like on the ground and explores the economic and strategic consequences of a future in which all routers lead to Beijing. If China becomes the world's chief network operator, it could reap a commercial and strategic windfall, including many advantages currently enjoyed by the United States. It could reshape global flows of data, finance, and communications to reflect its interests. It could possess an unrivaled understanding of market movements, the deliberations of foreign competitors, and the lives of countless individuals enmeshed in its networks. However, China's digital dominance is not yet assured. Beijing remains vulnerable in several key dimensions, the United States and its allies have an opportunity to offer better alternatives, and the rest of the world has a voice. But winning the battle for tomorrow's networks will require the United States to innovate and take greater risks in emerging markets. Networks create large winners, and this is a contest America cannot afford to lose.

A prominent authority on China's Belt and Road Initiative reveals the global risks lurking within Beijing's project of the century China's Belt and Road Initiative is the world's most ambitious and misunderstood geoeconomic vision. To carry out President Xi Jinping's flagship foreign-policy effort, China promises to spend over one trillion dollars for new ports, railways, fiber-optic cables, power plants, and other connections. The plan touches more than one hundred and thirty countries and has expanded into the Arctic, cyberspace, and even outer space. Beijing says that it is promoting global development, but Washington warns that it is charting a path to global dominance. Taking readers on a journey to China's projects in Asia, Europe, and Africa, Jonathan E. Hillman reveals how this grand vision is unfolding. As China pushes beyond its borders and deep into dangerous territory, it is repeating the mistakes of the great powers that came before it, Hillman argues. If China succeeds, it will remake the world and place itself at the center of everything. But Xi may be overreaching: all roads do not yet lead to Beijing.

Abstract: The China-Pakistan Economic Corridor (CPEC) constitutes one of the largest foreign investments China has made in the framework of the "One Belt, One Road" initiative. The expenditures planned for the coming years in the amount of approximately \$46 billion will further intensify relations between China and Pakistan. At the same time, Pakistan will assume a more prominent role in China's foreign policy. But CPEC also affects relations between India and Pakistan. The transport corridor between Pakistan and China traverses Jammu and Kashmir, the status of which has been a subject of contention between India and Pakistan since 1947. This constellation would seem to suggest a negative scenario whereby CPEC could place additional strain on India-Pakistan relations. On the other hand, a positive scenario is also conceivable, with a settlement of

the Kashmir dispute even becoming possible in the long term. (author's abstract)

China's massive, globe-spanning Belt and Road Initiative (BRI) seeks to build everything from railways, ports, and power plants to telecommunications infrastructure and fiber-optic cables. Chinese President Xi Jinping's signature foreign policy endeavor, BRI has the potential to meet developing countries' needs and spur economic growth, but its implementation creates risks that outweigh its benefits. Unless the United States offers an effective alternative, China could reorient global trade networks, set technical standards that would disadvantage non-Chinese companies, lock countries into carbon-intensive power generation, increase its political influence over countries, and acquire power projection capabilities for its military. The COVID-19 pandemic has made a U.S. response more urgent as the global economic contraction has accelerated the reckoning with BRI-related debt. China's Belt and Road: Implications for the United States proposes that the United States respond to BRI by putting forward an affirmative agenda of its own, drawing on its strengths and coordinating with allies and partners to promote sustainable, secure, and green development. China portrays the Belt and Road Initiative - an interconnected network of rail lines, oil and gas pipelines, roads, bridges, and port facilities designed to connect China with Central Asia, the Middle East, Africa, and Europe - as an effort aimed at regional economic integration with win-win outcomes for every country involved. The China-Pakistan Economic Corridor (CPEC) is the flagship project of the Belt and Road Initiative, consisting of rail lines, fiber optic cables, power plants, and the Gwadar Port facility. CPEC provides the most tangible infrastructure projects to evaluate. Critics argue that it is a Chinese neocolonial effort to exert Chinese influence and increase Chinese power globally, burdening poor and developing countries with dangerous amounts of debt. Chinese internal and external security concerns, such as violence in Xinjiang and the perceived "Malacca Dilemma," are also discussed as important drivers for the Belt and Road Initiative and CPEC. This thesis examines both economic and security arguments to address the question: What is the primary driver for China's Belt and Road Initiative and the China-Pakistan Economic Corridor? The research shows that security is the primary driver for these projects. Economic considerations and benefits are also important to Chinese leaders, but security considerations trump economic ones. What drives China's Belt and Road Initiative? Is it economic, driven by China's desire and need to continue economic growth? Or is the BRI driven by China's need to maintain a firm grip on the southwestern provinces and perceived external security threats? Examining where China invests for these projects gives insights to the motivations. If the BRI and CPEC were purely economically driven as China claims, then Beijing would be investing in countries with investable grade credit ratings and where they would likely receive a safe return on investment. However, China is investing in countries with high risks of default on loans and who have credit ratings below investable grade, according to the Organization for Economic Cooperation and Development (OECD), notably Pakistan, Venezuela, and Argentina. These high risk investments can threaten the viability of CPEC and BRI projects in the near and long term, as well as threaten to overburden the Chinese and recipient country's economy with non-performing loans and debt. This analysis of where China is investing points to

a different driver, that of security concerns. The thrust of BRI out of China is focused on the southwest frontiers, an area which China has historically felt a shaky grip on power and an area China views as its "soft underbelly." Xinjiang, as well as Pakistan are of concern to Beijing as unrest and a shift in Uighur sentiment from secular to Islamist in Xinjiang is linked to Pakistan. An unstable Pakistan poses an increasing risk to China, not only because they share a border, but China perceives that Uighurs have and are traveling to Pakistan for radicalization and then return to Xinjiang and perpetuate acts of violence. Xi Jinping said that religious extremism is a direct threat to China, as extremists and separatists could flow into Xinjiang with a goal to weaken China. This focus on internal security was also included in Xi Jinping's 19th Party Congress speech. Internal security spending by China totaled nearly U.S.\$200 billion in 2017, and while the largest amount of domestic security spending is focused on the Tibetan Autonomous Region, Xinjiang is second and saw a 92.8 percent increase between 2017 and 2018. I. INTRODUCTION * II. THE CHINA-PAKISTAN ECONOMIC CORRIDOR * III. AN ANALYSIS OF SECURITY AS THE DRIVER * IV. ECONOMICS AS THE DRIVER FOR CHINA'S BELT AND ROAD INITIATIVE * V. CONCLUSION Utilising the contemporary China-Pakistan relationship, economic theory and history, this book evaluates if China can spark Pakistan's growth.

China has promised to invest more than \$60 billion in Pakistan, in roads, rail, energy and a deep-water port at Gwadar. This is unprecedented relative to decades of minimal foreign direct investment (FDI) entering Pakistan. This is the China-Pakistan Economic Corridor (CPEC). Support for CPEC in Pakistan is widespread and encompasses much of academia, the military, the mainstream political leadership, and civil society. Supporters argue that CPEC offers the potential to transform Pakistan and support rapid, equitable and sustainable economic growth. Detractors of CPEC argue that it will more likely tip Pakistan into a dependent debt-relationship with China and that it will facilitate more Chinese imports into Pakistan posing a threat to Pakistan's industrial base. This book utilises an in-depth understanding of economic change in contemporary China and Pakistan, and economic theory and studies of big infrastructure projects from the contemporary and historical world to evaluate these contrasting views about CPEC.

China and Pakistan, India's two most powerful neighbours, share an 'all-weather' relationship that is as reputed for its depth as it is layered in secrecy. Based on years of research and interviews, Andrew Small has put together the story of China and Pakistan's growing, and in parts troubled, friendship. The China-Pakistan Axis is essential to understanding the economic, political and security map of Asia, especially India's neighbourhood. It explains Beijing's extraordinary support to Pakistan's nuclear programme and defence planning, their strategic cooperation on India, the United States and Afghanistan, and the implications for counter-terrorism efforts. A special chapter for this Indian edition brings the book up to date on China's involvement in the Taliban talks.

Development of the China Pakistan Economic Corridor is a fulcrum of the One Belt One Road Initiative through which China seeks to realise the 'Chinese Dream' to be a global power and a regional hegemon. The Corridor connects China's Western Xinjiang with Pakistan's Makran Coast, traversing through one of the most challenging geographic as well as human terrain that would require extra-ordinary engineering

resources to execute, massive amounts to fund and extreme political acumen to manage the untameable societal fissures. That indeed is a tall and complex order. The Corridor brings up a host of strategic adversities to India. While pumping-up Pakistan's innate anti-Indian dogma and China's compulsive India-averseness, the Corridor violates India's sovereignty, even if disputed, over the Pakistan Occupied Kashmir, and consolidates the duo's political nexus with conjoined military capabilities against India. India's problems are further exacerbated when the Initiative consolidates Pakistan's illegal occupation of North-Western Kashmir and inter alia seals the severance of India's traditional land connectivity's with Afghanistan and the Central Asian Republics. This Book, besides describing the plans and challenges of construction and gainful management thereafter, highlights that since China believes in crystallising its 'dream' with the backing of political, and by implication, military power, it is obvious that the Initiative would have more than just purely economic consequences.

This collaborative volume? discusses the One Belt One Road, or the New Silk Road, initiative of Chinese President Xi Jinping from the perspectives of the Belt and Road countries. This initiative has been viewed as a re-globalization drive by China in the backdrop of financial crisis of the West and the latter's increasingly protectionist tendencies of late. Rather than 'rebalancing' towards a certain region, this is supposed to be China's 'global rebalancing' aimed at inclusiveness and a win-win partnership. The initiative has raised hopes as well as suspicions about China's goals and intentions; that is, whether this is in sync with China's foreign policy goals, such as multipolarity, no hegemonic aspirations, and common security, or if this is an antidote to the U.S. foreign policy goals in the region, and China's ambition to realizing its long-term vision for Asian regional and global order. In this volume, a galaxy of eminent academics from India, China, Pakistan, Uzbekistan, Germany and Southeast Asia have critically analysed every aspect of this mammoth project, including the six major economic corridors identified by China for policy coordination, infrastructure connectivity, unimpeded trade, monetary circulation, and people to people exchanges. The authors have interpreted China's peripheral, regional as well as global diplomacy both over land and sea. This topical volume is of interest to scholars and students of Asian studies, China studies, Asian history, development studies, international relations and international trade.

This book aims at uncovering the politics behind the provision of US foreign aid to Pakistan during three distinctive periods: the Cold War, the post-Cold War and the "war on terror". Focusing on a comprehensive analysis of aid allocation and delivery mechanisms, this book uncovers the primary factors behind historical as well as contemporary US aid to Pakistan so far not thoroughly and empirically studied, especially in the post-2001 period of the "war on terror". Furthermore, based on findings that have emerged from interviews with over 200 respondents, including government officials, representatives of donor aid agencies, the private sector, civil society organizations and primary beneficiaries of US-funded projects, this book offers significant insights to researchers, policy-makers and practitioners interested in the discipline of aid and development effectiveness. Making use of both quantitative and qualitative data and based on extensive fieldwork and primary data, this book fills a significant gap in the empirical analysis of US aid to Pakistan. As such, it will be of great interest to students and scholars of Asian and US politics, as well as to those who have

teaching and research interests in disciplines such as international relations, history, strategic studies, international political economy and development studies.

The China-Pakistan Economic Corridor (CPEC) is not a single road, it's a network. It will spur the growth of industrial zones supported by energy plants, connecting Kashgar in China to Gwadar. Balochistan should be the primary beneficiary of the project. Khyber Pakhtunkhwa will also benefit from it as there's no discrimination against any province. China-Pakistan Economic Corridor programme (CPEC) is anchored. The programme amounts to over 45 billion US dollars and was agreed between the two countries in April 2015. The corridor has its starting point in the Chinese-built port of Gwadar, on Pakistani Balochistan's southern coast at the Arabian Sea, and is linked to Chinese-funded, infrastructural mega-projects that are regional in nature. The hype surrounding the China Pakistan Economic Corridor (CPEC), to be built through Gilgit Baltistan, resurfaced with the recent visit of Chinese President Xi Jinping to Pakistan. The visit yet again generated an animated discourse in the global media about the corridor's future. The long-gestated CPEC project received initial traction during Nawaz Sharif's visits to China in the year 2014. Subsequently, on his maiden visit to Pakistan in April 2015, the Chinese President reaffirmed the previously announced commitment, worth \$46 billion, towards the CPEC. The CPEC is considered a significant project that seeks to cement Sino-Pakistan bilateral ties and further consolidate their strategic ties. The corridor will run through India's periphery, more significantly, Gilgit Baltistan, claimed by India as part of the erstwhile princely state of Jammu and Kashmir (J&K). In due course, this geographical reality of the CPEC could potentially impinge upon India's geopolitical calculations and pose a strategic challenge. India needs to be concerned about China attempting to replicate in PoK the well-perfected policy it has applied earlier in Tibet, Xinjiang and across Central Asia. Beijing would be seeking a historic opportunity to fill up gaps where India has largely failed. Considering PoK's strategic location as a connecting point of South, West, Central and East Asia, China's move has implications for limiting India's outreach to the critical Eurasian region. This book will definitely prove to be a boon to teachers, students and research scholars.

This book analyses problems of governance, development and environment affecting contemporary Pakistan; issues that lie at the centre of federal and provincial policy deliberations, formulation and implementation. The book offers a comprehensive assessment of the policies, or lack thereof. Authors from a variety of disciplines empirically and conceptually evaluate latest developments, events and data regarding law and order, economic under-performance, social intolerance and climate crisis. The book offers varied perspectives on state sovereignty, civil-military relations, spousal violence, rural development, CPEC, nuclear governance and transboundary climate risk. Arguing that the conclusions should be adopted by the social, political and economic stakeholders of Pakistan, as well as the region at the higher level of governability, the book demonstrates

that it would both boost national morale and inspire individuals to further investigate to come up with innovative solutions. Examining some of the most pressing and persistent problems Pakistan and South Asia is facing, the book will be of interest to academics working in the fields of Political Science, in particular South Asian Politics, Development Studies and Environmental Studies.

The China-Pakistan Economic Corridor (CPEC) has been earmarked as a flagship project of the Belt and Road Initiative (BRI), which is described as Chinese President Xi Jinping's signature foreign policy initiative and a grand strategy aimed at restoring China's "rightful" great-power status in the world. It is a major plank in China's geo-strategic and economic architecture for the region, using Pakistan to secure an exploitative strategic perch in South Asia and the Arabian Sea, overlooking the crucial Persian Gulf, the west coast of India, and the east coast of Africa. It is increasingly clear that not only will the CPEC extract a high price from Pakistan in terms of its sovereignty, it will also entail a substantial, if not downright usurious, economic cost. The opaque nature of the CPEC and its geostrategic underpinnings detract vastly from any economic growth and development that it may deliver. These are some of the issues that this paper attempts to scan.

This book examines the evolution and major elements of China's Belt-and-Road Initiative (BRI), a trillion-dollar project for the revival and refinement of ancient terrestrial and maritime trade routes. The author analyses the foreign policy and economic strategy behind the initiative as well as the geoeconomic and geopolitical impact on the region. Furthermore, he assesses whether the BRI has to be considered as a challenge to the US-led order, leading to a Sinocentric order in the 21st century. Offering two case studies on the China-Pakistan Economic Corridor (CPEC) and the 21st Century Maritime Silk Road (MSR), the book reveals the drivers motivating China and its partners in executing BRI projects, such as security of commodity-shipments, energy supplies, and explores trade volumes as well as the anxiety these trigger among critics. The book juxtaposes these to non-Chinese, specifically multilateral institutional and Western corporate, inputs into Beijing's developmental planning-processes. It also identifies the role of combined Chinese-foreign stimuli in generating the policy priorities precipitating the BRI vision, and the geoeconomic essence of BRI's implementation.

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