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### Indian intrusion and CPEC- Future prospects

#### Abstract:

*China's Belt and Road Initiative (BRI) has multifaceted projects with a broad vision of many observers and analysts from both countries. China and Pakistan. CPEC is one of the BRI's mega projects connecting the world to different networks. The diplomats of the two countries, in their framework of national and international dynamics, point out the fact that C-Pac will change the structure and geopolitical relations of South Asia. On the other hand, Indian observers and analysts claim that CPEC is a Chinese tool and a scheme to "encircle India" while Pakistan is a key partner with China. China has given Pakistan an opportunity to be an initiative partner of CPEC and an important part of OBOR. It will provide Pakistan as well as the adjoining regions and the rest of the world with the option of basic security and economic expansion. The impact of CPEC will be far-reaching and worldwide. That is why India is also taking keen interest in this mega project and has had some clashes with China and Pakistan since the partition. This flagship project marks the trade and economic integration between Pakistan and China in particular and between other countries Iran, India, Afghanistan and Central Asian states. Furthermore, geopolitical tensions between India and Pakistan represent political instability in South Asia. India has also dubbed itself the "Asian Tiger" emerging in the eyes of the world. From time to time, India has been showing its aggression and negativity in Sino-Pakistani relations. Indian researchers express their frustration with CPEC by classifying the project into several factors. According to the Indian Strategic Community, BRI represents China's goal of emerging in the region. This research paper will highlight India's criticism of C-Pac as Indian observers are analyzing the project as an unsustainable debt burden for the countries involved in the C-Pac project. This article argues that India's position on CPEC is a complex one towards CPEC because of India's criticism of this mega project for a number of reasons.<sup>1</sup>*

Key words: Indians interference in CPEC, Economic development, Future prospects.

Introduction: The China-Pakistan Economic Corridor can be seen as a bilateral relationship in the areas of economy, defense and economic development of both regions and interests. It has benefited both countries in terms of their goals and regional ties.<sup>2</sup> Many energy projects are underway, such as the construction of 11 industrial zones and fiber optics from Kashgar to Gwadar, including rail and road services are part of CPEC, which has a growing Chinese influence around the world. Historically, India and Pakistan have had a traditional and cultural alliance for many years. Relations between the two countries are based on aggression and bitterness. This unstable attitude between the two states became a major cause of aggression and hostility which led to wars of 1948, 1965, 1971, 1999 and repeated escalation of tensions.<sup>3</sup> At present, India is concerned about the lasting friendship between Pakistan and China as better infrastructure will develop Pakistan's economy which is unbearable for India. For all these reasons, Pakistan and China need more investment to boost the Pakistani economy.<sup>4</sup> A survey by the Asian Development Bank (ADB) shows that an estimated 7 1.7 trillion a year in future

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<sup>1</sup> (Ahmad, October, 2018). China Pakistan Economic Corridor (CPEC): New Geopolitics of India. Research Society of Pakistan, 75-76

<sup>2</sup> Ibid,

<sup>3</sup> (Areeja Syed, 2019). Indian Inclusion in CPEC: A Path to Indo-Pak Threat Reduction via Complex Interdependence. *Liberal Arts and Social Sciences International Journal (LASSIJ)*, 12-14.

<sup>4</sup> (Maini, 2016). The China-Pakistan Economic Corridor Strategic Rationales, External Perspectives, and Challenges to Effective Implementation. *The Stimson Center*, 3-4.

construction of land projects such as infrastructure will reduce poverty in developing countries.<sup>5</sup> The partnership with China is growing rapidly, which is a source of concern for neighboring countries, especially India.<sup>6</sup> Pakistan can be strengthened and will join the regional alliance. Moreover, it is understandable that C-Pac is not weakening the economies of South Asian countries but will prove regional integration.<sup>7</sup> This global project is enormously productive if three parties' relations among (China, Pakistan, and India) would remain balanced.<sup>8</sup> Historically, Pakistan and China have been part of the CPEC's policies of trust, cooperation and implementation. India is criticizing CPEC because of the attractive friendship between China and Pakistan. There are many reasons for India to go through Azad Kashmir as CPEC. This is a big excuse for no good reason because Azad Jammu and Kashmir is part of Pakistan. However, Indian analysts claim that relations between Pakistan and India are also deteriorating due to CPEC.<sup>9</sup> The transport corridor between Pakistan and China crosses Jammu and Kashmir, which become a subject of debate between India and Pakistan.<sup>10</sup> It seems that this would suggest a negative scenario under which CPEC could put additional pressure on India-Pakistan relations. India claims that Pakistan is in control of this large area which is unresolved.<sup>11</sup> For this reason, India is providing opportunities to the Sagarmala program and providing ample facilities for the construction of a new port that connects the rest of the world. According to Indian observations, the port will promote industrial system opportunities in India that will improve infrastructure and transportation, as well as connect India to the Pacific and small island nations of the Indian Ocean. On the other hand, CPEC is providing regional connectivity between countries to achieve better goals and objectives. CPEC will work to end conflicts and conflicts between nations.<sup>12</sup>

Routes of CPEC: CPEC has three routes, a road leads to the KPK province of Pakistan from the border of China Khanjerab pass and Northern areas now Gilgit-Baltistan. India claims that, the route passes through Gilgit Baltistan has occupied by Pakistan. The Western route of CPEC start in Baluchistan from D.I. Khan through Zhob, Qilla Abdulla, Quetta, Panjgor, Qallat, Turbat and Gawadar.<sup>13</sup> The central route enters Punjab from DI Khan and goes to Dera Murad Jamalee, Khuzdar, Punjgur, and Turbet to Gwadar. The Eastern route enters Punjab from KPK and passes through Lahore, Multan and Sukkur. From Punjab, it enters Baluchistan on highway through Khuzdar, Panjgor, Turbat and Gwadar. Another route is planned from Sukker to Karachi and then to Gawadar.<sup>14</sup>

The multi-billion dollar project is making uninterrupted improvements and has been creating uninterrupted accession between Pakistan and China since 1947. Both countries are called "All-Weather Friend" and "Iron Brothers". For Indians, this project is a big challenge and consider it a "pearl wire" (series of ports like Burma, Bangladesh, Pakistan and Sri Lanka).

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<sup>5</sup> (Hussain, 2017). *The China Pakistan Economic Corridor and the new Regional Geopolitics*, Islamabad: *Centre for Asian Studies*, 17-20.

<sup>6</sup> (Isaac B. Kardon, 2020). *Gwadar China's potential Strategic Strongpoint in Pakistan*, China's Maritime Report No 7, 7-8.

<sup>7</sup> (Arif, 2018). *US-INDIA STRATEGIC ALLIANCE AND CPEC 'THE GAME CHANGER': PROSPECTS FOR PAKISTAN AND RUSSIAN COOPERATION*.22.ssssss

<sup>8</sup> Ibid,

<sup>9</sup> (Black, 2021). *Regional Responses to US-China Competition in the Indo Pacific India*. RAND Corporation, Santa Monica, Calif.pp.9.

<sup>10</sup> (Muhammad Shoaib, 2021). *Socio-Economic Dimensions of China Pakistan Economic Corridor and Indian Reservations*, *Global Political Review*. 103.

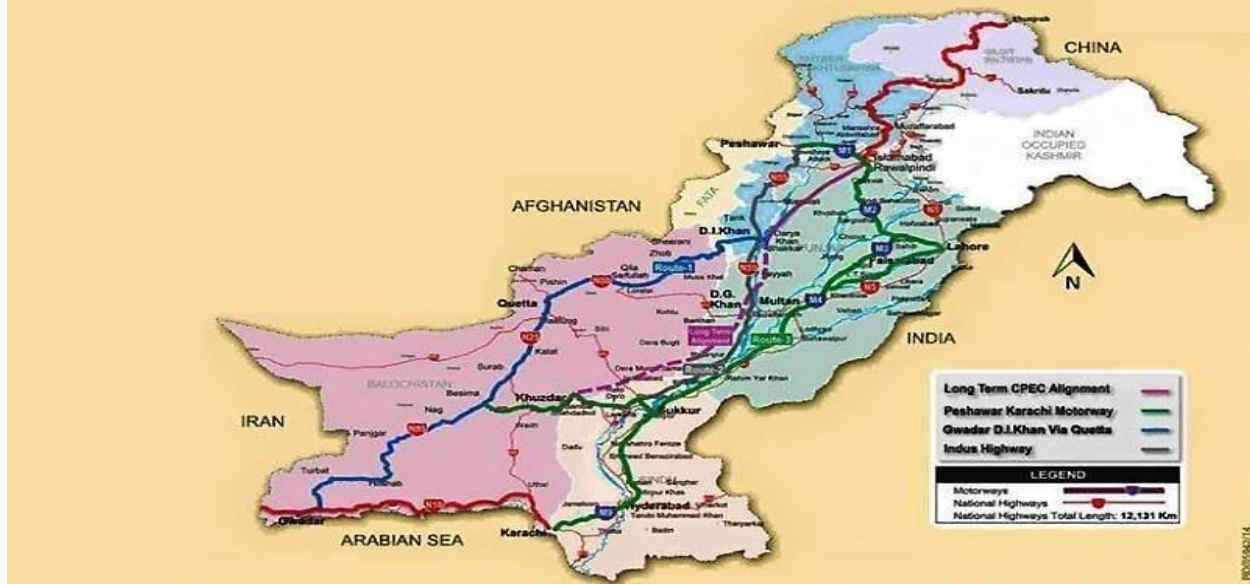
<sup>11</sup> (VANDEWALLE, 2015). *IN DEPTH ANALYSIS: Pakistan and China: An iron brother forever?* Directorate- General for External Policies, Policy department.11.

<sup>12</sup> (Ali Anwar Shah Bahadur, 2019). *Indian factors in CPEC: prospects and challenges for Pakistan*. Retrieved from [www.ssoar.info](http://www.ssoar.info)

<sup>13</sup> (*Silk Road bottom-up: Regional perspectives on the Belt and Road Initiative*, 2017). Chinese dialogue.

<sup>14</sup> (Express Tribune, 2018).

CPEC is significant for India:



The issue of Gilgit-Baltistan route has confused India, as it is an unresolved area. The Indian government has declared that Pakistan has illegally occupied Azad Jammu and Kashmir (Azad Jammu and Kashmir).<sup>15</sup> According to the Gilgit-Baltistan Empowerment and Self-Governance Order (2009), the area has been declared a province of Pakistan. India claims its authority over the Gilgit-Baltistan route, which provides access to China for C-Pack projects.<sup>16</sup> The CPEC is part of ongoing connection of road between China and Pakistan through Gilgit-Baltistan in Pakistan to Xinjiang province of China.<sup>17</sup> China and Pakistan are constructing several hydropower projects and special economic zones in the region through CPEC. On the other hand, the presence of Chinese natives in the region could upset Indians. It seems that the design of CPEC is a big part of economic growth. In the present situation, competition between the states is increasing in every field. In the economic field, India has huge markets where every product is readily available. India is concerned about the CPEC project and alleges that the two countries are building permanent routes through Pakistan-occupied Kashmir.<sup>18</sup> India is also angry with CPEC, which connects landlocked countries like Afghanistan and Central Asia. Both Pakistan and China have invited India to join CPEC but India has turned down the offer, as stated by Indian Foreign Minister S J Shankar at an international conference in Delhi in mid-January 2017. He had said while addressing. The CPEC project will have a huge impact on India's sovereignty. India is also concerned about China-Pakistan naval cooperation in Gwadar.<sup>19</sup> In early 2017, China handed over two ships to the Pakistan Navy to protect the port of Gwadar. Indian observers and policy makers believe that CPEC is China's weapon and China has encouraged India to focus on the Silk Road.<sup>20</sup>

India's negativity about CPEC: The Kashmir conflict is a major cause of separation between Pakistan and India. Kashmiris have been deprived of their basic rights since the separation of Pakistan and India. India's participation

<sup>15</sup> (Muhammad Hamid, 2017). Role of CPEC in the Economy of Pakistan along with its Threats, *International Journal of Scientific & Engineering Research*.539.

<sup>16</sup> (Ali & Sibtain, 2021). An Analysis of External Security Threats to CPEC and Pakistan's Response, *PSYCHOLOGY AND EDUCATION*. 3425.

<sup>17</sup> (Muzaffar, 2017). China Pakistan Economic Corridor (CPEC): Challenges and the way forward, *Calhoun: The NPS Institutional Archive*. 41-45.

<sup>18</sup> Ibid,

<sup>19</sup> (Rizvi, 2017). The China-Pakistan Economic Corridor: Regional Cooperation and Socio-Economic Development, *an independent political and defense analyst*. 3-4.

<sup>20</sup> (Bhutta 2015). *India bit to halt Pakistan Projects fail*, The Express Tribune: Islamabad.

in CPEC mega project is missing due to its use of Chinese and Pakistani routes.<sup>21</sup> Many Asian countries welcome CPEC and Pakistan appreciates China's achievements and cooperation.<sup>22</sup> The Chinese are distributing their products throughout the region and want a strong strategic grip on the Indian Ocean through the port of Gwadar.<sup>23</sup> Moreover, the C-PAC route project which passes through Gilgit-Baltistan is unresolved and the Indian government has raised objections to the construction of CPEC projects. This disputed territory is always hurting India and the Indian government is trying its best to thwart CPEC China and Pakistan have not taken these Indian grievances and the pursuit of transit seriously.<sup>24</sup> China is also providing submarine assistance to Pakistan and China and Pakistan have sold 55 billion worth of Kashgar reactors and submarines, mainly for boosting Pakistan's economy as well as Pakistan Navy near Gwadar port.<sup>25</sup> In the future, Pakistan will become a trading hub in the South Asian region and India is confused about this development with Pakistan's growing economy. India is trying to persuade China to separate Pakistan from CPEC but China has always stood by Pakistan and is not taking serious action against the Indian government. India is also trying to take a keen interest in the operation of Gwadar port and against Pakistan's oil and gas rich province of Balochistan. Pakistan started proposing to connect Iran-Pakistan gas pipeline through CPEC in the mutual interest of Pakistan and Iran.<sup>26</sup> Iran is playing its role in the Arabian Sea and invites Pakistan and China to participate in Chah-e-Bihar port for better development in the region. India is also investing in Chahbahar port to meet the challenges of Gwadar port. The Chahbahar port has easy access to landlocked countries Afghanistan and other Central Asian states for export and import with these states.<sup>27</sup> The CPEC limit has weakened India's influence in the Indian Ocean. China is also concerned about the clashes between Pakistan and India as it would destroy the C-Pack project. The failure of C-Pack will damage the reputation of China and Pakistan in the eyes of the world.<sup>28</sup> Both countries have security issues, particularly with Pakistan, as the violent groups of the East Turk Islamic Movement (ETIM), from the Chinese province of Sun Jiang to Gwadar, the Tehreek-e-Taliban (TIP) and the Balochistan Liberation Front (BLF). ). These movements are high level threats to Pakistan and C-Pak. These forces are unabashedly supporting the militant group and spreading terrorism in the region where the CPEC is a major threat.<sup>29</sup> Basic security is threatened by various terrorist groups and groups that are always supported by Indians, involved in the kidnapping and killing of Chinese workers in Pakistan's Balochistan province. Security engineers and laborers are working on CPEC projects.<sup>30</sup> The administration of Pakistan deployed 10,000 security armed forces under the control of Major General for the security of CPEC. In June 2015, the Pakistan Army Chief announced that we would provide exceptional security measures to C-Pak engineers and workers. To this end, a number of operations will be carried out in FATA to boost the Pakistani economy for energy production, industrialization, infrastructure development, international and bilateral trade.<sup>31</sup> Former Prime Minister Shahid Khaqan Abbasi said that India-China-Pakistan Economic Corridor (C-PAC) is turning a negative strategy around the world to publicize the Kashmir issue. The emergence of the Indo-Baloch Forum and the Baloch agents are legitimizing India's focus on destabilizing Pakistan's economy.<sup>32</sup> UN General Assembly warns India over human rights violations in Balochistan. The China-Pakistan Economic Corridor project accounts for about 22% of the total population. The South Asian economy will be a developed economy in the future. Pakistan is confident that CPEC will strive to be a tool of trust, reconciliation in the region and integration of the economies of the whole

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<sup>21</sup> Ibid,

<sup>22</sup> (Finance, 2016). *India and China- Pakistan Economic Corridor project (CPEC): What are the implications?*

<sup>23</sup> Ibid,

<sup>24</sup> (Singh, 2017). *India's participation in CPEC: The Ifs and Buts*. Manohar Parrikar Institute for Defense Studies and Analysis,

<sup>25</sup> Ibid,

<sup>26</sup> (Shah). *Geopolitical Significance of Baluchistan: Interplay of Foreign Actors*, *Department of International Relations, National Defence University*, 127-128.

<sup>27</sup> (Rabia Bashir, 2018). *Geo-Strategic Importance of Gwadar Port*, *Journal of Indian Studies*, 55.

<sup>28</sup> Ibid,

<sup>29</sup> (Razzak, 2015). *CPEC for Baluchistan*, 1-2.

<sup>30</sup> Ibid,

<sup>31</sup> Ibid,

<sup>32</sup> (Mir Sher Baz, 2017). *The CPEC and China-Pakistan Relations A Case Study on Baluchistan*, *Institute of Strategic Studies, Islamabad*, 455-456.

region and make Pakistan an element of local and international exchange.<sup>33</sup> “China's Belt and Road Initiative is a strong weight of China's financial long-term rotation in South Asia,” explains YB Wang, a teacher at the School of International Studies and head of the Center for International Political Economy, OBOR. As a result, China and India want to dominate the world and compete for the majority of global power and energy assets. The Balochistan Liberation Army (BLA) was formed in the 1970s and is the largest guerrilla force with the strong involvement of the Soviet Union. Both Akbar Bhogti and Brahmadagh Bhogti were assisted by India and Afghanistan in protecting the Baloch separatists.<sup>34</sup>

Chahbhar port: The port of Chahbhar is located on the southern shore of the Persian Gulf in the Indian Ocean and is open to India on the west side. India signed an agreement with Oman on the Datum Port and recently with Bangladesh to use the ports of Chittagong and Mongla for export to the Northeast. A new great war game and port challenges in the Indian Ocean region. With the development of Chahbhar port, the Iranian government is gaining direct access to the Middle East and Central Asian states, including Pakistan. India is a trade partner with Iran. India has invested 400 400 million in the construction of the Chahbhar-Zahedan railway line, which is close to the shore. India opposes the CPEC project and wants to establish its position in South Asia.<sup>35</sup>



India's Unresolved Territory (AJK) claims that Pakistan forcibly occupied POK through CPEC. This precarious situation has been brought before the UN Security Council since 1948, international discussions have been held and it has been decided to give the Kashmiri people the right to self-determination under the auspices of the UN Security Council. The decision of the Kashmiri people will alternatively be in the hands of Pakistan. That is why

<sup>33</sup> Ibid,

<sup>34</sup> Ibid

<sup>35</sup> Ibid,

India is avoiding any terrible decision. Therefore, it is obvious that the Kashmiri people are not a major reason for rejection.<sup>36</sup>

## Proposed China Pakistan economic corridor



Indian Prime Minister Modi visited Iran in January 2018, signed an agreement to participate in the development of Chabahar port and to invest 500 million as Iran's trading partner.<sup>37</sup> It is definitely difficult for Bihar to compete with Gwadar because according to many investigators, Gwadar port is a deep sea port and has much more

<sup>36</sup> Ibid,

<sup>37</sup> Ibid,

potential to handle commercial activities than Chah Bihar.<sup>38</sup> Iran and Pakistan deny any rivalry. An agreement has been signed between India, Iran and Afghanistan on the basis of trade partners and a link through the Iranian port of Chahbahar, which has direct access to major markets in Afghanistan and Central Asian states.<sup>39</sup> In addition, India's huge investment in the Chahbahar port and the construction of the Iran Free Trade Zone have many benefits for the region. In addition, India is constructing two container berths and three multi-cargo berths with a length of 40 meters at an investment of Rs 85 million. Afghanistan declared that Chah-e-Bihar is another source of its exports and imports from the outside world, especially from India.<sup>40</sup> Furthermore, the global landscape has changed dramatically since the horrific 9/11 attacks as India has forged friendly relations with the Afghan government with a massive 2 billion investment in imports and exports. In contrast, angry groups in Afghanistan hate India and support the Northern Alliance against the Taliban. Along with Chahbahar port, Gwadar is also facing security problems in Balochistan province. Ongoing operations such as Redalsad have reduced security threats from Balochistan with the federal government's assurances of expansion in Balochistan and expansion of Gwadar over time.<sup>41</sup> The Indian government is opposed to the plan and is concerned about large Chinese investment in Pakistan. The Kyushu reactor, built to produce plutonium and eight submarines, has given Pakistan 5.5 billion to protect the port of Gwadar and CPEC which is a source of concern for India. Interestingly, Indian concerns about Pak-China strategic relations are a threat to the region.<sup>42</sup>

Economic challenge for Pakistan: The Chinese province of Xinjiang connects not only Pakistan but the whole world with the shortest route to meet the energy needs of the port of Gwadar by rail and road. This is actually a basic Chinese insight. CPEC is providing more challenges and creating greater economic activity that leads to prosperity and growth.<sup>43</sup> Besides, Chahbahar port cannot compete with Gwadar. To this end, the Indian view of CPEC is misled by a propaganda that CPEC crosses the disputed territory of Jammu and Kashmir and Gilgit-Baltistan. This false gossip disappointed the Indian government and had no effect on China and Pakistan. India has sought direct routes to Afghanistan through the port of Chahbahar. This is a vision to reduce trade facilitation between Pakistan and Afghanistan and reduce Pakistan's influence in Afghanistan and destabilize Pakistan's economy. An agreement was signed between Pakistan and Afghanistan on June 12, 2011 called the Afghanistan-Pakistan Transit Trade Agreement (APTTA). But trade and transit between Pakistan and Afghanistan have declined over the past three years, leaving 2.2 billion to 500 million as India has access to Afghanistan's major markets through the Chahbahar port. Similarly, bilateral trade between Iran and Pakistan is up to 5 billion through an agreement which is currently 1.5 billion but Indian trade between Iran and Pakistan could affect this trade agreement.<sup>44</sup> According to the Iranian government, the performance of Gwadar port is much better than Chah-e-Bihar. There is mutual understanding between the two countries and they are working together to reduce terrorism in Balochistan, build Iran-Pakistan gas pipeline and expand trade through Chahbahar port.<sup>45</sup> In addition, if India ends its hostility to the Kashmir issue, India can benefit from the shortest trade route through Pakistan to Central Asia. India needs good relations with Pakistan instead of making various excuses. In short, Indian access to Chah-e-Bihar has no effect on Pakistan, nor does the Iranian government allow India to use Chah-e-Bihar against Pakistan.<sup>46</sup>

China's influence about Kashmir issue: CPEC is performing its role as passing through unresolved area of Gilgit Baltistan part of Jammu and Kashmir beginning from Chinese province Xinjiang. China did not propose any illegal scheme to enact hydropower projects due to conflicted area and successive development has been continue another areas of Pakistan. Secondly, the government of Pakistan is also avoiding infrastructure development in this region. Along with the Kashmir dispute, Indian's interference in the Baluchistan generating serious

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<sup>38</sup> (Sabhat Jaleel, 2018). SWOT Analysis of Gwadar and Chahbhar Port. *Global Social Science Review (GSSR)* 655-656.

<sup>39</sup> (Ekstrom, 2021). *Chahbhar port and Iran's Strategic Balancing with China and India*, The Diplomat.

<sup>40</sup> Ibid,

<sup>41</sup> (Pant, 2018). *India-Iran Cooperation at Chabahar Port: Choppy Waters*, Centre for Strategic and International Studies.

<sup>42</sup> Ibid

<sup>43</sup> (India likely to start full operations at Chabahar port by end of May, 2021).

<sup>44</sup> Ibid,

<sup>45</sup> Ibid,

<sup>46</sup> Ibid,

consequences for the national security and economic progress of Pakistan. The multibillion investment on China Pakistan economic corridor is consider a game changer for both nation. The Indian Prime Minister Narendra Modi stated “the route passes through the Kashmir region has deeply concern to India and positioned armed rebellion more than two decades. Seshadri Chari, the national Hindu member of Bhartiya Janata Party also described, “China is using Indian land illegally which occupied by Pakistan”. On this statement, the Chinese foreign minister Hua Chanying said, “China is trying to develop friendly and cooperative relation with others and in this relation CPEC would not affect China’s position on Kashmir.” Suchitra Vijyan. A New York based lawyer reported to Al Jazeera, “India doesn’t want to internationalize the Kashmir issue but with Pakistan, China and CPEC coming in: it happens.” Also intricate; “India will become enthusiastic about CPEC but that it will be neutrally disposed seeing some potentially security benefits if Pakistan’s economy stabilized.” After the 1962, India China war, India had developed good relations with Pakistan Islamabad as Pakistan was the biggest purchaser of China defense equipment in the previous and recent years.<sup>47</sup> China’s plan to lessen the poverty in Pakistan and China through Gwadar port represent as emerging trade hub on Indian Ocean. Therefore, it is thoroughly suggest that after completion of CPEC the wide-ranging presence of China will drop the India’s impact in the Indian Ocean. With a strong naval presence may seem a solid position of China in the mouth of the Gulf, which reduce the India’s concept of “home-ground” on Indian Ocean.<sup>48</sup>

Strategically, United States is pushing up India to show hostility with China in the region. In this planned Environment Pakistan is playing friendly role with China. On the other hand, India is trying “to kill two birds with one stone.” Under the development of Chahbhar port.<sup>49</sup>

Historically, the reality reveals from the incident of Indian Navy serving Commander Kulbushan Jadev arrested by Pakistan Agencies from Baluchistan with planned to damage the CPEC and fuelled secessionist activities on Indian Ocean. This is a big security threat for Pakistan especially Maritime forces of Pakistan.<sup>50</sup>

Gwadar deep sea port: (String of pearls) The term Gawadar is origin of two Bloch words ‘Gawa and dar’ in which Gawa means ‘wind’ and dar mean ‘door’. So its name the door of wind. Gwadar port is a major object of CPEC. Gwadar deep sea port has it strategic significance as well as Chahbhar port. Gwadar is strategically use Pakistan and China and Chahbhar port is use by an agreement among India, Iran and Afghanistan. India funded by Chahbhar port under an agreement Preferential Trade Agreement (PTA) which was signed on 23<sup>rd</sup> May 2016 which is trade route connecting Central Asian states. On the other hand, China is an emerging economic power of the world. China is continue to explore its influence by using Gwadar port as an economic hub to connect the less developed areas of Pakistan and also less developed areas of Western China through CPEC Gawadar. That’s why China is starting a project b buildup the sea port on Gawadar. On the other hand, India start a project by using Chahbhar port. Gwadar is the world’s largest deep port and had capacity of many ships. But Chahbhar port has less capacity just a few meters deep.<sup>51</sup> The only missing country is in CPEC is India due to the border dispute and India is an arch- rival of both China and Pakistan. Most of the South Asian States are with China and Pakistan and welcomed heartedly but India is a country who is against this project. India as also deeply suspicious about China Pakistan relations due to territorial clashed with both countries but China has minimize these negatives and fully focused on the corridor. In this regard, Gwadar is doing strongly role for the prosperity of both countries.<sup>52</sup> India is also worry about Pakistan completely handed over Gwadar to China. In coming future, Pakistan will be a trade hub in the South Asian region. India wants to destabilize the Pakistan economy because of Baluchistan rich in oil and gas resources as well.

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<sup>47</sup> (Malik, 2012).Strategic importance of Gawadar Port. *Journal of Political Studies*, 64-65

<sup>48</sup> (Saoud, 2019). The Influence of China-Pakistan Economic Corridor (CPEC) on Pakistan’s Power position – A case study on CPEC, *Department of International Environment and Development Studies (Noragric)*.40.

<sup>49</sup> Ibid,

<sup>50</sup> Ibid,

<sup>51</sup> (Munir, June 2018). CPEC: Crafting a Rational Way towards Kashmir Dispute. *Journal of Punjab University Historical Society*, 189-190.

<sup>52</sup> (Wagner, 2016), C. (2016). The effect of China Pakistan Economic Corridor on India Pakistan Relations. *German Institute for International and Security Affairs*, 2-3.



Future Prospects: Pak-China relations have been good friends since the partition of India. CPEC is a game-changer project that hopes to end and eradicate poverty throughout the region. The project is based on construction of textile garments, industrial projects, installation of dams and nuclear reactors and construction of roads, railway network which will automatically create employment opportunities. These projects will also facilitate education, technical aspects, vocational training institutes, water supply and distribution in less developed areas of Pakistan and improve the living standards of the people.

First, India is against CPEC and Pakistan and China have not included India in CPEC. India's main objective is to compete with Pakistan in every field, so India should avoid staying away from C-Pack.

Secondly, CPEC is a game changer for Pakistan and other regions. Extremist and other militant groups, with the help of the Indian government, are spreading rumors about C-Pack, which is completely wrong. C-Pack will reduce terrorism in the country and abroad.

Third, most of the regional states welcomed the CPEC but India expressed its observations about the CPEC. India has also raised objections to the transit due to the disputed territory. If India lowers its objections to the CPEC, it will be easier for India to reduce the regional tensions between Pakistan, China and India.

Fourth, some political parties in Khyber Pakhtunkhwa are against the CPEC project, which has the support of the Indian government. The reason behind this is that the people of KPK claimed that this corridor is only benefiting Punjab.

Fifth, India is also concerned about China's huge investment in CPEC, especially in recent years, as China has been helping Pakistan develop platinum at the Chinese Kyushu reactor and spend 5 billion to strengthen Pakistan's navy. Will also sell 8 submarines. India also faces the problem that China is providing tools to Pakistan to achieve a strategically strong position in the eyes of the world.

With the completion of C-Pack, Pakistan will become an economic and trade hub in the region. Because the construction of several economic zones on Gwadar is part of C-Pack. With the establishment of Duty Free Economic Zones, Gwadar Port will be fully operational. Many Central Asian states are seeking to become part of the CPEC.

The project and the strategic partnership have upset the Indian government as Indian Prime Minister Narendra Modi, during his visit to China and Beijing, expressed concern over the abandonment of the corridor project. This is a big challenge for India and China has not given up on this project and continues to work on CPEC.

India is also not happy about handing over Gwadar to China as Balochistan is an oil and gas rich province of Pakistan and India is spreading insurgency in Balochistan to stop the C-Pack project. Many experts say that the Indo-UAE nexus is trying to take advantage of the obstacles in the way of CPEC near Balochistan.

India is also struggling to find many ways to build a wide range of connections to the Central Asian states through various routes, as many of the land links between Pakistan and China, especially on resource-rich regions. Have control

India also hopes that it will soon be able to reach the energy-rich Central Asian states through the Iranian port of Chah-e-Bihar.

Recommendations: All political parties should work together on a common platform for the implementation of C-Pack in Pakistan and resolve their issues through mutual understanding. This will be a big threat to India.

The Government of Pakistan should share all CPEC related projects and issues with all political parties in all provinces of Pakistan.

The Pakistani government should provide all kinds of facilities, assistance and security to the foreign workers working on CPEC.

The government should not delay the project any further as many external forces and terrorists, especially India, are obstructing the CPEC.

Analysts approach: The purpose of this approach is to analyze the basic concept of Indian intervention in the China-Pakistan Economic Corridor through various channels. This article uses the method of analytical and descriptive data analysis. In addition, both primary and secondary sources are used in data collection. Search data from reports, journals and articles, news reports Al Jazeera News, Time of India and books. The data is collected through online data sources such as Google, Google Scholar, and scholarly literature available on various websites. Various reports and articles describe the real situation of India in the C-Pack project. If we analyze Indian history, it is clear that India has a keen interest in interfering in the internal affairs of its neighbors, especially Pakistan and China. At the outset of the partition, India had a dispute with China and Pakistan over a border dispute. The main purpose of interfering in the internal affairs of both the countries is to destabilize the economies of both the countries. India has always supported sub-nationalist movements and undermined regional peace and stability. To this end, India and Pakistan have fought three wars over the Kashmir issue, mainly with the intention of gaining supremacy in the region.

India is also carrying out acts of terrorism in the region. But Pakistan has a keen eye on the regional situation and assured China that the Pakistan Army would maintain security on C-Pack. An analysis of these reports and articles shows that if India cooperates with China and Pakistan, the prospects for development will increase. Some of India's most promising and encouraging choices that, if practiced creatively, could open up new horizons in regional cooperation, economic development.

Conclusion: China Pakistan Economic Corridor is a game changer for both Pakistan and China. There are many future challenges for Pakistan and China regarding this project. India rejected CPEC and it needs to limit Pakistan's financial development. And shows his false case before Azad Kashmir. India, on the other hand, seeks to undermine China's financial growth. India is also taking interest in Afghanistan and is misleading Pakistan for terrorism in Afghanistan. India is also spreading wrong and negative strategy in South Asia. Pakistan faces many challenges from India regarding the C-Pack project. If India cooperates with China and Pakistan, it will be better for all these countries as well as South and Central Asian states. India's participation in the C-Pack will further increase trade opportunities in Central Asian states and connect Afghanistan's major markets more easily and give Pakistan easier access to the Central Asian states' natural resources. Combining BCIM-EC and CPEC will be a game changer. Trilateral cooperation will end poverty and unemployment in South Asia. This cooperation will open new avenues of prosperity and development for the people of all countries. But the Indian government has historically struck a major loss of confidence deal with both Pakistan and China. If Pakistan needs more cooperation with China, then the threats from India and India's interference in CPEC will be reduced.

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