

'Glocalization of Politics' in South Asia and Central Asia 2012-2016

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Abstract

The Central Asia and South Asia have become pivotal in the contemporary global politics. The closing of the twentieth century and the beginning of the twenty-first century have developed complex political conditions in the region due to changed geo-political circumstances which has involved South Asia and Central Asia as well. The object of the paper is to analyze that the 'Glocalization of politics' in South Asia and Central Asia focuses on the concept of thinking global and acting local. It my overcome a complex of geopolitical, logistical, and economic factors which are a barrier in inter-regional connectivity and to transport the natural resources of Central Asian states to the global market in order to meet the world's growing energy demands. Though Central Asia has abundant of natural resources, yet its geopolitical conditions have made it difficult for transporting and marketing them to the world economic market. The main problem that foreign investors are facing in the Central Asia is that how to transport the energy reservoirs from these landlocked states to the world market. The transportation route is of great geopolitical significance. The regional and global actors are in pursuit of their own national interests and to get politico-economic benefits from these two strategically important regions. The presence of regional and global competitors has aggravated the affairs of both regions. The research methodology is descriptive and analytical and the conclusion of this research paper is that the 'Glocalization of politics' in South Asia and Central Asia is inversely proportional to the inter-regional connectivity.

Keywords: Glocalization, South Asia, Central Asia, inter-regional connectivity

Introduction

What is Glocalization?

Glocalization is an integration of local market into world market. It is a portmanteau word of 'Globalization' and "Localization'. The term first appeared in the articles by Japanese economists published in Harvard Business Review in late 1980s (kumar, 2009: pp 47-65). It originates from a Japanese word 'dochakuka' which means global localization. The Japanese business adopted the global farming techniques to local conditions. Afterward it was used as a marketing strategy by them. Then Ronald Robertson, a sociologist, used the term in a conference on "Globalization and Indigenous Culture" in 1997.

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Robertson said that Glocalization “means the simultaneity-the co presence- of both universalizing and particular tendencies.

Globalization is the process by which business or other organizations develop international influence or start operating on an international scale. The process is driven by international trade and investment, aided by technology revolution (define globalization.org). Localization is the adaptation of international means, values, rules, structures, system, and procedures at the local level in a specific region (according to its needs and requirements).

Glocalization as interpreted ‘to think global, and act local’, is taken as a strategy for the future ‘Sustainable Development’ on this planet. The states, economies and companies, all are simultaneously global and local. Many global processes are the result of local processes and vice versa. The local environment gives rise to global influences; therefore the two are interdependent and coexist. From economic point of view, the global processes are the result or ‘action and reaction’ of particular localities. The company’s products are adopted according to the needs and demands of the local market to increase the interest across the globe. Thus, sustaining the interest of the local people is the main driving force of glocalization. It also gives survival to the local business and respect to the indigenous businessman against the integrated forces of globalization. The MNCs, WTO, IFIs (IMF & WB) and marketing and advertisement are such tool of globalization that has been setting aside to the local business for decades (Ahmad, 2004).

Discussion

Both regions, Central Asia and South Asia, have worth for each other. Central Asia has a great importance for South Asia due to its economic potential and energy reserves. On the other hand Central Asia needs South Asia as it provides an outlet to the world market to this large energy potential land locked region.

Central Asia is considered the next oil and gas frontier due to its sizeable energy reserves which has caused the public and private western involvement in the region after the breakup of Soviet Union. The region has considerable hydrocarbon reserves. Proven oil reserves are 15 billion to 31 billion barrels (2.7%of world proven oil reserves) and natural gas reserves are 230 to 360 trillion cubic feet (7% of world proven gas reserves). It stands next to the proven oil reserves in Saudi Arabia. About 80% of Caspian Basin oil reserves are present only in one state, Kazakhstan and Turkmenistan has large gas reserves (Anwar, 2011: p108) but it is far away from the major consumer

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markets which will make the reserves commercially unbeneficial. The countries with largest export potential, Kazakhstan and Turkmenistan are land locked and are unable to export this potential from home port. They have to depend upon one or two more states for transportation and to rely on pipelines constructed through foreign territories for transportation.

According to the statistical review of the world energy, the Middle East and Central Asia are the source of more than 65% of world's hydrocarbons and are estimated as 800 billion barrels of crude petroleum and natural gas whereas America and Europe combined has fewer than 160 billion barrels of proven petroleum reserves. Experts expect that by 2050 the Middle East and Central Asia will control more than 80% of world's oil and by that time most of the reserves in America and Europe will have been exploited. The Caspian Sea has a potential to become a major flash point in the 21st century. The Caspian is bordered by Russia, Iran, Kazakhstan, Turkmenistan and other nations which are indulged in corruption and whole sale slaughter (Lita Epstein, 2003: p162).

The interests of regional and global powers has created a complex of geopolitical, logistical, and economic factors which are a barrier in establishing inter-regional connectivity between South Asia and Central Asia. Though Central Asia has abundant of natural resources but its location has made it difficult for transporting and marketing them to the world market. To overcome the isolation and economic backwardness of the region, a feasible transport network (Highway road links and rail and road links) is necessary that will not only facilitate the trade (Wasi, 2002: pp 15-26) but also optimize transnational and inter-regional trade flows.

However, there is no easy route to transport Central Asia oil and gas to the consumers. To move to the west require either bordering the Caspian Sea which will increase the distance of conduit or to build at the bottom of the sea pipeline increasing the budget. To move eastward the Pacific Ocean is feasible (and since 2009 Central Asia-China gas pipeline from Turkmenistan through Uzbekistan and Kazakhstan are working) but it has to cover a distance of 10,000km which has questioned its commercial viability. To move southeast towards the Indian Ocean the route is more feasible passing through the Hindu Kush Mountains of the war-led Afghanistan.

Several other alternatives routes have been proposed as with Iran and Turkey's Bosphorus Straits or via Black Sea but the most suitable route, geographically and economically, is the route passing through South Asia (from Afghanistan to Pakistan). Oil companies (CPC) are hesitating for route in

Turkey passing through areas under Kurdish control. The proposal of route through Iran has to face U.S. government objection and sanctions.

The pipeline routes in Central Asia are strongly influenced by the regional and global forces like the US, the European Union, Russia, and China and the enterprises. They are struggling to get control of the planned pipeline routes as geopolitical superiority. This strategic rivalry has created a Sino-Russian partnership against US and EU partnership which would seek to resist if not to expel any other power in the region. This glocalization game has affected the relations of the local actors, like India, Pakistan, Afghanistan and Iran, and also the inter-regional connectivity between South Asia and Central Asia. Central Asian oil and gas is carried through Russian pipelines to the world market and Russia earns a sizeable transit fees, and attain price markup by selling Central Asian fuel to other countries through Russian controlled pipelines (Ya, 1995: pp 25-29) and secure leverage in international politics. Central Asian countries are trying to get rid of this Russian pipeline dependency.

History has proved that to get control of energy supplies, the global powers resort to war; the examples are the World War I, World War II, the Desert Storm (Gulf War). Besides energy reserves, the location of Central Asia between Russia, China, Iran and Turkey has made it significant for global and regional actors and center of conflict between them. If unchecked it will cause instability in the neighboring countries and would affect the inter-regional communication among them.

The disintegration of Soviet Union has caused a race in the region and competition among neighbors and remote super powers. All have commercial and economic interests in the region. The competitor neighbors are Russia, China, Turkey, Iran with nearby Pakistan and India along with United States, Europe, and Japan. Japan wants to alleviate its dependence on the Middle East energy import. Some regional powers also try to find to reach the Central Asia to divert the ethnic movements in their interests like Kurdish in Turkey, Xinjiang province in Western China.

The geo-political and geo-economic interests of regional and global powers in the Central Asia are evident. At the geo-political level, US want to diminish the Russian influence in the region and also the dependence of Central Asia on Russia by helping them to develop their oil and gas industries and fields. Geoeconomically, the development of oil industries in the Central Asia provides opportunities to US construction and oil companies for investment (cpc.ru, 2004). Geopolitically, the US will be controlling another important energy resources and to expand its own source supply (Fitzgerald & Vira, 2006).

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Political objective of US is to contain the Iran and to strengthen the role of Turkey in the region. For that purpose, U.S. has favored a pipeline to transport oil from Baku to the Turkish port of Ceyhan (Laumulin, 2003: pp 59-61). U.S. has blocked any pipeline passing through Iran and Iran's participation in the international consortium.

Interests of Global and Regional Actors

The competition for natural hydrocarbons in the Central Asia has started enmity between USA and Russia. U.S is not ready to recognize the Russian influence in the Central Asia region. U.S is providing long term economic support to these states because of their poor economic conditions and has given millions dollars unconditional assistance (Kasting, Shelala, & Gordesman, 2012). She has supported its private companies for the development and construction of oil industries in the region. US want to avert Russian control over the Central Asian energy resources.

On the other hand Russia is not ready to leave its geo-political and geo-economic position in the region. Russia is disturbed that the investment in the Central Asian oil fields will turn away the western financial backing and its interests from Russian oilfields (in Siberia) and captures its market. Russia foresees the weakening of its geo-political position and key economic resources and revenues. Though she has tried to strengthen itself through the platform of CIS (Commonwealth of Independent States) but not fruitful. Now it has tilted towards Iran and cooperated with her to construct Burgas-Alexandropolis pipeline to bypass Turkey. Russia has become aware of geo-political role played by energy resources in the Central Asia and intends to use its oil and gas power to achieve its foreign policy objectives (Ya, 1995: pp 30-38).

Russia is very suspicious about west involvement in the Central Asia especially about U.S. and NATO involvement in the Almaty which is consisted of large portion of Russian population in Kazakhstan (Nichol, 2014 :p 8). China also views the foreign involvement in Central Asia through geopolitical prism. The Xinjiang province borders with Kazakhstan has historical associations with Central Asia and China's nuclear testing also reside there. So China sees American involvement in Kazakhstan with the glasses of security concern and China National Petroleum Crop (CNPC) has become involved in two energy projects in Kazakhstan (Transport, 2010) and China is also making efforts for oil and gas transportation deals to get benefit from the natural resources of Western Siberia, Eastern Siberia and Russian Far East. In the 21st century China has certain energy security issues as its dependence on Middle East oil supplies is increasing and Middle East oil

supplies has American and Western dominance and it can influence China's policy towards Russia and Central Asia. China observes the US-Russian competition in Central Asia through a balance of power perspective and this rivalry may push China to enhance its own geopolitical power in the Central Asia.

The energy reservoirs of Central Asia provide an alternative source of supply apart from OPEC. Besides it, there are some political and economic reasons for attraction of regional and global actors in the Central Asia. Firstly, the Central Asian states are deficient in capital and technology to explore the oil reserves and they seek help from foreign investors like Unocal and Chevron offering considerable capital. Secondly, the Central Asian oil is a suitable alternate of Persian Gulf Oil and of good quality. Thirdly, a large part of oil will be exported as the oil consumption needs of Central Asia are relatively less and these states want to strengthen their economy through export of oil.

The interest of regional and global powers in the Central Asian energy reservoirs and to control their transportation has affected the inter-regional communication between South Asia and Central Asia. It has caused the instability in Afghanistan and Pakistan's Baluchistan province. Pakistan and Afghanistan provide transit routes for Central Asia. The TAPI pipeline project, for transportation of energy reservoirs from Central Asia to South Asia Arabian Sea, passes through Afghanistan to Gwadar port in Baluchistan (Javeed, 2002: pp 136-139). Gwadar port would facilitate China more than USA. Through Gwadar port China has to cover less distance to carry goods to its Eastern border and then to Xinjiang province (Malhotra, 2012). It would not have to cover the whole Pacific Ocean to reach its eastern coastal areas.

Gwadar port is located at the Arabian Sea on the western end of Baluchistan coast and is an important route for oil tankers bound for Japan and western countries out of Gulf. This warm water deep sea port is a hub of politico-economic and trade activities in the whole region. It facilitates the flow of goods not only between South Asia and Central Asia but also from China to countries of Persian Gulf, Middle East, East Africa and Indian Ocean. Baluchistan Gwadar provides an easy access and shortcut route to Central Asia for inter-regional trade and economic activities of the two regions. Gwadar's location makes South Asia an ideal transit trade route to the Central Asia. The involvement of ADB to construct ECO Highway to link Gwadar to Turkmenistan (News, 2013) is an indication of the economic importance of this transit route to land locked states. This project will connect the whole of Central Asia with South Asia and Western China.

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China has strategic interests in the construction of South Asian route through Baluchistan province to Central Asia. China's import of oil from Persian Gulf passes through a very long route through Strait of Malacca which is dominated by American navy. And when oil reached Chinese East Coast or Shanghai, it further has to cover thousands of miles distance to reach West of China. But using South Asia land route (through Pakistan) and then the Karakoram Highway (KKH), the oil route towards west of China will be cheaper, shorter and safer without influenced by USA. Pakistan has also committed to provide a naval base to China in Gwadar which will also enable China to secure its oil import and goods from Middle East and to influence Persian Gulf. It will also increase China's trade and industries as being close to the Middle East market.

The out flow of goods and oil from Central Asia and Western China will pass through Pakistan and Pakistan will receive millions of dollars as shipping duties yearly, port and cargo charges for import cargo and export goods. Baluchistan provides the shortest access for the export of hydrocarbons resources from CARs to Far East, Japan and Western countries via Pakistan. The construction of communication infrastructure (roads and railways) from Central Asia to Pakistan via Afghanistan would open the doors of opportunities for trade and boost up economic activities in both regions.

China is interested to establish trade relations with Central Asia, Iran and South Asia (Peng Chun, 2004: pp 989-1009) through road network and rail links. For this purpose China has provided financial and technical assistance to repair and widen the 616km long Karakoram Highways (KKH) (Umar, 2006). KKH runs through KPK and northern areas of Kashgar in the Chinese province Xinjiang which is known as "the eighteenth wonder" (Dawn, 2005) of the world. The upgraded Karakorum highway will be an all-weather road and capable of handling heavy truck traffic. China has provided \$350 million for the up gradation of highway. China is also extending its east-west railway line from its border city Kashi to Peshawar (Malhotra, 2012). Through these roads and railway routes, Chinese incoming and outgoing cargo from Gwadar will be carried on through shortest routes towards Central Asia, Iran and Afghanistan.

Due to Gwadar port and construction of routes towards CA, Baluchistan province has become a focal point of global power's energy politics. These regional and global powers want to control the oil and gas reserves of the Central Asia and the pipelines that will transport oil and gas to the world market through South Asia, (Baluchistan). In the context of glocalization of politics, U.S. has given much importance to Pakistan in their future strategic planning. U.S. can use Baluchistan territory to keep an eye on Iran, Afghanistan and China using modern technology.

Iran has ancient historical and cultural ties along with geographical links with the Central Asian States. After 1991, Iran revived her relations with these states on the basis of Islamic identity, cultural and trade connectivity. Under the new geopolitical environment Iran is also making efforts to enhance its economic, political, and cultural interests with the Central Asia. Iran has favorable geopolitical and geographical locations which provide route from Central Asia to Turkey and Europe. Iran has strategic interests in this region like Iran's security of its northern borders which is linked with the security of Central Asian countries. Iran is striving to participate in Caspian affairs to increase its political influence in the Central Asia region and it is important for the Iran to keep its right to use the Bio-resources of Caspian Sea. Iran also provides a route for transporting oil and gas from CARs to the world market. The network of pipelines to connect the Iran with Central Asia is about to complete. The Mashad-Bandar Abbas railroads provides 900km distance from Persian Gulf to Central Asia. Oman Gulf and Persian coast provide free economic areas to Iran and trade and industry is rapidly rising. The south-east of Iran provides the shortest route which runs through the Chabahar free economic area. Iran is the only OPEC member which is also a Caspian state and very dominant in the organization. Due to primacies of Iranian interests, political collaboration is increasing, Caspian Zone is consolidating, commercial trade dealing escalating and regional wars particularly Afghanistan is deescalating (Laumulin, 2003:p 59).

Iran also offers transit routes to the landlocked Central Asian States and controls the transport routes entering the Central Asian States along the high seas. She also provides them an out let to the world market through Gulf. Iran has made an investment to build a railway system in Turkmenistan to get access to Central Asia. Turkmenistan has also planned to link her rail road of about 140km with Iran in south to provide a link to Iran. On the other hands Iran is suspicious about Turkish interference in the south Caucasus and the western led peace operation by NATO which may broaden its activities to the Iranian borders. Thus the Iranian investment in the South Caucasus is to achieve its security purpose and economic one. The anti-Iranian US strategy and economic pressures has caused socio-economic and political instability in the region. (Umbreen, 2014: p 39).

Oil Companies in CARs

During the Soviet rule, the Central Asian oil and gas was transported through Russian pipelines and all railroads, communications, river and air transport were linked with Russia. After the political and economic independence, Central Asian Republics invited the western oil enterprises to explore the area's natural resources. The foremost competitor in Central Asia was

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Chevron who made offer to upgrade the already existing Russian oil export pipeline to the Black Sea to avoid the costly construction of a new export pipeline. Similarly, BP and associates in AIOC (Azerbaijan International Oil Consortium) wished to get benefit of Russian pipelines to divert the direction of flow from Caspian oilfield to be transported out of Black Sea to Novorossiysk.

Chevron has restructured the Caspian Pipeline Consortium (CPC) plan into an oil corporation to carry black gold from western oil corporation making in Kazakhstan (Tengiz) to its own station on Russian Black Sea shore. The 1,500km CPC pipeline was accomplished in 2003 with a budget of \$2.6 billion bearing a critical capacity of 1.35 million barrels a day (cpc.ru, 2004) but Russia has blocked the pipeline's expansion. This Russian attitude warned the Western oil companies, Chevron, BP and AIOC and Central Asian Republics to look for their own alternative without relying on Russian. BP and partners have now started to build 1,800km, with a cost \$4.2billion ,Baku-Tbilisi-Ceyhan (BTC) plan directed to Turkish Mediterranean shore by passing the Russia and Turkish Straits.

Bridas was the first oil company to offer the construction of oil pipeline from Central Asia to South Asia passing through Afghanistan. Later on this project was high jacked by Unocal Oil Company and then adopted by Asian Development Bank to provide the finance and construct the pipeline to transport Turkmen gas via Afghanistan to Pakistan. Analyzing the development in Afghanistan and withdrawal of NATO forces, the prospects of realizing the project are brighter as it also evident from the keen interest taken by Asian Development Bank in the completion of pipeline routes, rail and roads in Pakistan, Afghanistan, Turkmenistan, Uzbekistan and Tajikistans.

However, China is a new factor in the oil company competition in the Central Asia. The rapid economic growth of China during the last thirty years has given it an economic distinction in the world. China has become the second largest importer of oil after USA, leaving behind Japan. To fuel its industries and economy, China needs to import oil and gas and adjacent Central Asia was an appropriate one for China for a diverse source of hydrocarbons and to divert its particular import routes.

The Chinese businesses did not sign the first oil concession in Caspian Sea until 1997 when Chinese National Petroleum Corporation (CNPC) signed the deal to transport oil assets in Kazakhstan. China and Kazakhstan in 2004 declared the construction of conduit from western Kazakhstan to Xinjiang, directing the path 2,800km to reach the Chinese border with relatively low

capacity to carry oil per day (Transport, 2010). This scheme is economically not attractive but China wants to construct that route.

China's interests in getting natural resources of Central Asia is because of strategic security concerns as she heavily rely on imports of oil and gas through naval routes. Also through Persian Gulf the Middle East oil is shipped for the world and this naval route is guarded by USA. The concern over security of supply route has motivated China to invest in pipelines routes from Central Asia and China has acquired upstream positions in Kazakhstan and Turkmenistan and provides a diversity of routes for Central Asian States. Not China is concentrating to invest in Central Asian oil. Japan and South Korea also require oil for their industries and India's need for import of oil to run its economy is increasing. But these countries do not have the same security concerns like China over U.S. Navy's supremacy due to remoteness from Central Asia.

At present Russia, China, USA, India and Iran are the major competitors in the global energy politics. All these powers are trying to increase their influence in the region and to get control over oil and gas reserves. Baluchistan is the area through which multi-billion dollars gas pipelines will run through. Gwadar will be the terminal of gas pipelines reaching from Turkmenistan's gas fields or Iran's South Pars gas fields or from Qatar. And from Gwadar this gas will be transported to the world market. Gwadar's location also provides China an alternate to Strait of Malacca, where American forces have a base and through Malacca straights China's 80% oil supply is carried on. So in case of enmity, America can easily block China's oil supply.

The Chinese interest in the Baluchistan development has created resentment among various actors of geo-politics in the region. They are creating security problems in the area. Pakistan has blamed India for creating instability in Baluchistan. America is also unhappy and has seen Chinese involvement in Gwadar as a threat to its naval forces in Gwadar. The American strategy to influence Central-Asia was mainly aimed to reduce China's influence from Central Asia and Gulf. USA has also supported India to emerge as a regional power in order to contain the growing influence of China in Asia. USA has opposed the Iran-Pakistan-Indian gas pipeline project.

The foreign elements are involved in creating instability and chaos in Baluchistan to get their control in the province particularly in those areas through which the pipeline will run through. The government of Pakistan has proofs of involvement of foreign elements (India, RAW, MAUSAD, CIA) in Baluchistan and Khyber Pakhtun Khan (KPK) provinces instability and

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terrorism. These foreign elements are not in favor of a pipeline route to be controlled by Central Asia, Pakistan and Taliban and to benefit them.

Afghanistan has an area of 652,000 square kilometers and its principal means of transportation are roads. The national high ways is about 3,300km and the ring road is 2,300km. The ring road connects Afghanistan's major regional centers like Herat, Kandahar, Maimana, Mazare-Sharif, Sheberghan and Kabul. These roads connect Afghanistan to its neighboring states. Realizing the importance of the ring road, Afghanistan is making efforts to rebuild its ring road. Because of the development of the new roads Corridors, the travel time will be saved by 139 hours and will foster the economic progress of the region. The export of the Central Asian Republics has been distorted due to reliance on Soviet-run economy, expensive shipment by rail, and high cost of road transportation. The development of roads will make the trade flow and promote economic growth in the Central Asian States.

At present Afghanistan is facing political instability, economic problems, and domestic security. The internal politics is dominated by different warlords and fighting groups and national economy is shattered. No doubt the economic stability will bring the political stability and it will prevent Afghanistan from terrorism. Therefore Afghanistan is in a dire need to establish trade relations with its neighboring countries and outside world. Being a landlocked country, Afghanistan will be served by Pakistan's sea port, especially Gwadar deep sea port. It will facilitate Afghanistan to establish economic and business links with Central Asia, South Asia, Africa and other regions of the world. The project of Trans Afghan Pipeline (TAPI) will be helpful for Afghanistan's economy and regional co-operation. The Asian Development Bank is funding the TAPI pipeline project and is expected to be completed by 2017. It is 1,735KM long pipeline starting from Central Asia, Turkmenistan's Daultabad gas fields, passing through Afghanistan and ending at South Asia, Pakistan's Gwadar seaport. The agreement was signed by the involved countries, Turkmenistan, Afghanistan, Pakistan and India. Through it about 90 million cubic feet per day of natural gas will be supplied from Turkmenistan to Pakistan's Gwadar from where it will be exported to South Asia and international market (Sachdeva, 2013).

The political instability and war in Afghanistan prevents the development and utilization of these roads but this situation is not ever lasting. Several schemes are proposed for the utilization of railroads and railways. After the present crisis in Afghanistan is settled peacefully, the future remains yet to be seen.

Conclusion

Glocalization of politics' in South Asia and Central Asia is inversely proportional to the inter-regional connectivity.

The disintegration of Soviet Union and independence of Central Asian Republics have reshaped the geo-politics regionally and globally. Pakistan's proximity with the Central Asia and the geo-economic and geo-political significance of the CARs has stimulated Pakistan to build closer political and economic ties with CARs and to revive their old relations in a changed geo-politics of the region. The new geo-politics of the region is also facing a competition of interest among various regional and global powers aimed at to access and control energy resources of the Central Asian region.

South Asia is the main artery for trade for the heartland of Central Asia and is trying to improve its connectivity with Central Asia through Afghanistan and China. This glocalization of politics in Central Asia and South Asia is for two purposes:

1. To control the production of oil and gas in the Central Asia
2. To control the pipelines and transportation of the energy resources from Central Asia to the world market.

The struggle among regional and global actors for the future routing of natural resources from Central Asian States to the world market is now entering in its last and decisive stage with the withdrawal of NATO and U.S. forces from Afghanistan. The victors will receive billions of dollars annually in the form of transit fees along with control over pipelines, which will be a significant factor of geopolitical influence in Central Asia and Pakistan (South Asia region) in the 21st century. The task is difficult but not impossible.

In the twenty-first century, the scope of national interests of states have enhanced from national security to national economic interests. Today, to appreciate the discipline of international relations we comprehend the concept of 'glocalization'. The concept of 'globalization' has become limited to study relations among nations. From institutional viewpoint, influence of state has weakened and transformed into glocalization. The result is an increased influence of local and global structures. In the last decade of twentieth century, 'globalization' appeared as a new paradigm in international relations. However, from the perspective of beneficiary, it has lost its initial efficiency owing to the monopolization of the West or developed world in economic affairs. Globalization is the world integrated economy to earn the mutual profit for all the actors living in human society. Unfortunately, this dream has broken

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down and globalization has become a cause of injustice and inequality. A society of free and voluntary trade is not born by adopting the slogan of 'globalization'. Now we are living in a post-global era defined as 'glocalization' which is inversely proportional to inter-regional connectivity.

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