



The Geopolitical Significance Of The Port Of Gwadar Challenges And Future Visions

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Article Info	Abstract
<p>Date of Article</p> <p>Received : 2021/12/5</p> <p>Received in revised form: -----</p> <p>Accepted: 2021/12/30</p> <p>Available online: 2021/12/30</p> <p>Keywords:</p> <p>Gwadar, economic corridor, economic integration, regional integration, hub port, fragile economy</p>	<p>The port of Gwadar is a major turning point in the Pakistani economy, as it is characterized by a very important strategic location and has characteristics that enable it to play an active role in the region, being a land bridge linking Central Asia, especially the countries of Central and South Asia, by the sea, and also linking the Chinese economy (west of China to the port). And due to its distinguished strategic location, which made it a center of attraction for large commercial ships, despite all the positive advantages, there are obstacles that stand in the way of completing it in the required manner represented by challenges (internal, regional and international) that fear the completion of the port, which will generate profits for Pakistan, attracting investors and traders towards it. And this is an economic competition for the international shipping corridors to transport trade, and the port of Gwadar is the gateway to western China to the world and provides it with safe transportation and a shorter distance</p>

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Introduction

The economy is the key nerve that drives global control Because it cannot be dispensed with, Thus came the idea of establishing the Pakistani port of Gwadar, as a result of the economic deterioration that It's called the fragile economy of Pakistan, And as a requirement to achieve integrative economic development, It should have been linked to the countries of the region and with Chinese financial aid to complete the project. The strategic location of the port has also encouraged the interest of economic planners, both in Pakistan and in China, Thus, the port of Gwadar constitutes a regional center that serves the commercial movement of the countries of Central Asia, Afghanistan, the Persian Gulf, western China and

Southeast Asia, Thus, it provides huge economic returns to the countries of the region, And the fact that the coastal city of Gwadar overlooks the Arabian Sea near the Strait of Hormuz and is part of the province of Baluchistan close to Afghanistan, Central Asia and the sea as a land bridge between the two regions rich in oil and gas, It is also clear to us that there are challenges that stand in the way of completing this huge economic project, whether the obstacles are local, regional or at the international level, It is possible that the completion of the port as planned will achieve economic profits for the countries of the region, enabling them to turn the economic game.

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Research problem: The main problem of the research lies in the following question (what is the role that the port of Gwadar will play in Pakistan in particular and the region in general) and sub-questions branch from it represented by:

-What is the strategic importance of the port of Gwadar that enabled it to occupy value for policy-makers in Pakistan?

-Is the port important according to the old strategic theories? -

-What are the implications of completing the project? -

-Where are the obstacles to the completion of the port according to the scheme? -

-Is there regional and international competition about the area in which the port is located? -

-What are the port's future visions, and what are the economic returns from it?

Research hypothesis: by setting a main hypothesis represented by the Gwadar port will achieve integrated economic development in Central, South, East and Southeast Asia by linking it to the Arab Gulf region and global trade as for the secondary hypotheses they are) :

-Gwadar port occupies strategic importance through its location on the Arabian Sea and its proximity to the Strait of Hormuz - and being part of Baluchistan province, which is a bridge linking Afghanistan and Central Asian countries towards the sea as an exit for it.

-As a result of its important coastal location, the port occupied importance in strategic theories, being part of the Rimland region, according to Spelman's theory, and the inner crescent region of Mackinder, as well as being located on the Indian Ocean, which is a gateway to the seven seas, according to Mahan.

-The economic effects are the most prominent element in the implementation of this huge integrative project, as the region will be similar to the European Union in the event that countries follow an integrative regional policy.

-When the achievement is great, the obstacles are great. It is certain that its implementation will face obstacles at the internal level, represented by tribes and internal terrorism, at the executive financial level, or as regional obstacles between competing or international countries, such as establishing a presence such as China and the United States of America.

-The region is not without competition at all levels as a result of the desire of countries to prove themselves in order to be able to preserve their economic, security and military interests.

-There are several future visions to draw a picture of what the port will achieve, which follow the political changes according to the two stages of achievement.

Research Methodology: The study relied on the analytical approach, the future study and the functional approach by analyzing the function performed by the port by creating an integrative regional environment and analyzing the facts and obstacles that must be overcome to draw a future picture.

Structure of the research: The research was divided into four axes, which are as follows: -

The first axis: the importance of the geographical location of the port of Gwadar.

The second axis: the motives for establishing the port. -

The third axis: the geo-economic importance of Gwadar port and the economic necessities of the regional countries.

Fourth axis: Obstacles and future visions

The first axis: the importance of the geographical location of the port of Gwadar.

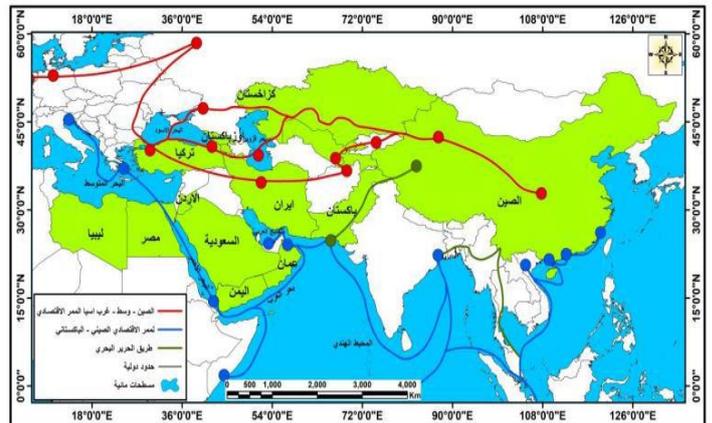
The geographical environment is one of the most important factors affecting the measurement of the weight of a country or region. Notably, the geographical location of the sea, because of its significant impact, specifically the occurrence of that region or country on an important water body, as it is one of the sea lanes of strategic importance

in global trade, The port of Gwadar is distinguished by its notable location as it is part of the Rimland region that Spekeman called for, which is the same as the inner crescent region according to the Heartland theory. Because it is close to one of the most important shipping lanes, if not the first (Hormuz), which transports approximately 70% of the oil trade, Pakistan has a wide sea front, estimated at a length of 110 km, extending from the western and southeastern sides. It is a wide sea front. The morphological features of the coast have helped to establish ports of global commercial importance, including Karachi, Ibn al-Qasim, Gwadar, which is considered the most important (Malik, 2012, pp. 57-69). The significance of Gwadar is that it is a deep sea port with a depth of (18 m), implying that the ship's tonnage is enormous, The port is located in the city of Gwadar, which is part of the Pakistani state of Balochistan, adjacent to the Arabian Sea, It is approximately 460 km away from Karachi, 72 km from the Iranian port of Chabahar, 320 km from Ras Al Hadd Oman, and 400 km from Hormuz, It covers an area of 1.52 million square hectares, and the waterfront of the port is 600 km,¹ the deep sea port of Gwadar is so strategically located that it provides Pakistan with a foothold in the Arabian Sea as well as in the Indian Ocean, As it is close to the Arabian Gulf, which is rich in mineral resources, As the region represents the shape of the tube, wide at the top and narrow at the bottom, The vast upper region forms Central Asia and China, and the lower part forms Afghanistan, then Pakistan, and finally the port of Gwadar, Thus, this economic pipeline for the region becomes significant in the future, as it offers Pakistan with the chance to dominate the global energy corridor coming from the Arabian Gulf, It is located near Central Asia's gas reserves and serves as a link between two continental parts rich in minerals and the marine world,² The port of Gwadar forms part of the city of Gwadar, which is located in the

province of Balochistan, It is the largest province in Pakistan when splitting the Indian subcontinent, It joined Pakistan, links the Iranian plateau to Southeast Asia and Central Asia, and has a long coastline along the Arabian Sea, and this gives it an important strategic position, As ancient civilizations appeared along the rivers and affected the development of trade and marine navigation, Pakistan serves as a gateway to the vital Strait of Hormuz in the Indian Ocean, The establishment of the port as a potential economic and regional center has also affected regional and international powers, in terms of developing strategic and economic relations with the countries of the regional periphery (the Central Asian republics / rich in mineral resources), As well as western China and Afghanistan in the Persian Gulf region through Gwadar port and the Arabian Sea, As a result, the port became a competitor with the ports distributed throughout the Arabian Sea (Dubai - Iranian ports), Pakistan is attempting to keep the port out of competition in order to establish it as a safe regional energy passageway, The importance of Balochistan has increased due to the increasing interest of China in it as a result of geographical proximity On its northern side is the side of the state of Kashmir, with which it shares a border length of 400 km with China, And with Tajikistan in the east, with Punjab and Rajasthan, with a border length of 1,650 km, and with Afghanistan in the west, It overlooks two important bodies of water, the Arabian Sea and the Indian Ocean, with a length of 600 km. (Afridi Sumayya Bibi, 2016) And when looking at the geostrategic theories to assess the importance of the port of Gwadar, It becomes clear to us that the entire region, where the state of Balochistan is located in its port, is within the impact area or according to Mackinder's theory of the inner crescent It is also called Rimland, according to Speakman's theory, In other words, it serves as a link between land and sea areas, The region had a

role during the Cold War, when it required to demonstrate the strategic pursuit of Soviet power and hegemony, Balochistan is also viewed as an exit to the Arabian Sea by the Soviets and Americans. Its location enables it to dominate the Strait of Hormuz, prompting the Soviets to oppose the US containment policy and exact retribution on Pakistan for its role in it, Therefore, it worked to support the secessionists in Balochistan with the aim of expanding its influence to reach the warm waters, Then there is the support of the United States and India for Balochistan, as well as China's role in attempting to create the road Belt and the Road Map (1), It can be said that a new geopolitical game or a new major game has already begun, Rud Yard Kipling Use the Term NEW great game in his book to describe the power policies between countries to access and control energy reserves (Qamar & Sumera, 2014, pp. 623-652). Whereas the researcher believes that America's policy in controlling the Rimland region is merely an attempt to encircle and contain Russian and Chinese influence in the region, in addition to Iranian influence, as well as the spread of its allies, and its attempt to control the seaports in order to protect its trade and secure the shipping lanes, This was one of the reasons China attempted to resurrect the ancient Silk Road and construct new highway links in order to retain its trade independent of US dominance in Southeast Asia and rivalry in the South China Sea, As the ports of Chittagong in Bangladesh and Kia Kibu in Myanmar demonstrate China's naval capabilities and ambitions,

Map (1) The sea and land routes of the Al-Hazm road and the road



Source: Jonathan Fulton, China's changing role in the middle east, Atlantic Council RAFIK HARIRI CENTER FOR THE MIDDLE EAST, June .2012, p11

Here arises the role of Gwadar Port, which supports the Chinese project, and here we find how to highlight the importance of the Eurasian bloc. (Khan, 2018, pp. 86-107)

➤ When Mackinder emphasized the importance of Eastern Europe, he viewed it as a vital region for the heart, the heart region is surrounded by two inner crescents, which are represented by Northwest Europe, Southern Europe, North Africa, South and East Asia. This means that the area falls within the scope of this geographical definition, Referring to the imperative of avoiding the presence of a marine state within it, as this will jeopardize the security of the heart area as well, He pointed out the need for a major naval state to control the outer crescent area in order to preserve the inner crescent, which is represented by the presence of an American and Asian naval fleet, And since the heart area is fortified, from where will the threat come? The role of the United States in bringing European countries into the North Atlantic Treaty Organization (NATO) can be found here, It was necessary to control the Soviets in Eastern Europe, and then, after the Soviet Union collapsed, it was necessary to leave several countries in the south, And this is not enough. The United States of America has tried

and is still in the socialist containment policy in the Asian continent. Therefore, we find the partnership between India and America to contain Chinese influence and the American occupation of Afghanistan to prevent rapprochement between the coastal countries and the Russian Federation.

➤The researcher sees that whoever controls the Indian Ocean controls Asia, and whoever controls Asia controls the heart region, and whoever controls the heart region controls the World Island, The Indian Ocean is considered as the key to the seven seas, In the twenty-first century, the fate of the world will be decided by water, this was stated by US Admiral Alfred Thayer Mahan, this refers to the strategic geography of the importance of the Indian Ocean, Because Pakistan is located on the Indian Ocean, which connects the non-coastal republics of Central Asia, bordering the sea, Gwadar is a coastal city in Balochistan, one of the provinces of Pakistan, which was part of Oman for more than 150 years, from 1784 to 1958. Later, due to its importance, it was bought again by Pakistan with a payment of £3 million. The city has come under the radar of Pakistani policy makers as 35% of the world's oil is transported near it. It was conceived as a hub for the region to transport goods from and to Central Asian countries, Afghanistan and western China to the Arabian Sea, Established in the event that the port of Gwadar is converted into a naval base either by China or The United States of America overlaps the economic, political and strategic interests of the players concerned in the region, And the development of the port will be an obstacle to the countries of the entire region, including Iran and India, and the most prominent clash remains between China and the United States, with their increasing interest in the region, which can be reduced or calmed through the repeated use of diplomatic channels, and creating trade means transforming local production at a high cost to member states' Low cost products in a regional area

to achieve economic integration, economic integration is the result of the evolutionary path of regional cooperation in order to bring the countries of the region on one platform, and various steps are taken such as free trade zones and tax relief for the respective governments,; It will be followed by steps such as an open border system, a common currency, and a free movement, The location of the port of Gwadar constitutes the confluence of two main regions, the oil-rich Central Asia and the emerging consumer market South Asia, where the port constitutes a strategic depth for Pakistan against its opponents through the port's ability to examine the sea lanes, communication during war and peace, This stimulated the interest of regional and external actors in this matter, Central Asia also hopes to export its wealth through it, while the United States of America, with its diverse demands, wants to confirm its presence in the region, and each actor has its own goals with a different approach that is achieved.

➤The researcher sees the same region and its geographical boundaries under a different name in Speakman's theory (Rimland), where he concluded that whoever controls the Rimland will eventually control Eurasia and thus the fate of the world; here we see the spread of the American presence and naval fleets, which is part of following Mahan's theory, Here we find that the reference is not only a land and sea conflict, as if it were a trade conflict over the marine waterways that control global trade that transports the trade of coastal and non-coastal states through those corridors, And if it were not for the ports, coastal countries would not be of strategic importance. therefore, America tried to create its influence along the shipping line coming from the Gulf to the Arabian Sea, then the Indian Ocean, then the Bay of Bengal, then the Strait of Malacca, the South China Sea, and then the Pacific Ocean. We find that most of the areas here are under American control except for Mandar and In this case, the grip of the United

States of America must be loosened from the region and alternative roads should be found linking important areas to the sea far from American influence.

➤The researcher also sees the possibility of applying the theory of the center and the parties concerned with the mechanism of distributing wealth and power on the global scale and how to treat this distribution, as the essence of the theory is based on the basis of wealth and power, and that whoever rules the ocean will control global trade and thus global control (Al-Hadithi, 2004, pp. 98-99), Here we come to apply that geographical proximity from Central Asia and the Caspian Sea, rich in mineral resources, And the fact that the region is a bridge linking it with the Arabian Gulf region, both of which have a geo-economic dimension, is very important, so the transfer of energy from those regions and its transfer is facilitated with the element of power that is accompanied by either a military or a soft economic force to create the inclusion of states within the framework of an economic conglomerate, China is also trying to link the countries of the region with its modern project.

The second axis: the motives for establishing the port -

The motives lie in several main points that explain to us the reason for establishing the port, which are represented by : (Hussain, 2016 , pp. 50-60)

- The strategic situation of Pakistan: The division of the subcontinent led to the creation of two nuclear hostile neighbors (Pakistan and India) and both of them fought three wars in their short history, and the current tense relationship may lead to a possible fourth relationship as a result of the clash of interests of two countries. Pakistan's dependence on foreign sea merchants in international trade because of the decrease in the number of ports and national fleets, which may put them at risk, which makes those ships demand an increase in insurance fees, The development of

naval capabilities has also led to the promotion of the economic interests of countries, which made Pakistan evident in enhancing its activity to create development and enhance security.

- Ports and National Security: Ports play a critical role in national security, it uses bases of operations for its national naval forces, As the number of ports increases, the naval bases increase. The forces will contribute to national security in times of peace and war.

- The needs of the shipbuilding industry: the urgent need to build ships and develop ports. Transportation networks and railways must also be developed, which leads to the development of the regions, as the development of transportation means will attract development to all industrial sectors, cities and others.

- Pakistan owns a waterfront: The waterfront of Pakistan is (1100 km) in addition to the depth of the continental ridge, in addition to the important strategic location where it overlooks the Arabian Sea and the Strait of Hormuz, Which enables it to control the most important global trade corridor, as the Gwadar port is located at a distance of 400 km from the Strait of Hormuz, the route through which forty percent of the world's oil trade is carried out, It is at the entrance to the Persian Gulf, an important area for the transportation of oil in the world, the port is located on the edge of the sea lanes of communications, especially those of India.

- Strategic location: The port is located in an important strategic location that represents represents the crossroads connecting Central Asia and the coastal region with the Arab Gulf states, as well as with western China, which enables it to fully control maritime trade as a result of its proximity to the Strait of Hormuz.

The choice of the site came as a result of extensive study, as it is a focal point, as the distance between Xinjiang and the port will be 2500 km, while the

distance across the eastern coasts of China will be 4500 km.

Map (2) The distance traveled between the internal roads of the port and the sea



Source:-KausarTakrim& Mustafa Afeef , Prospects of Gwadar Port as a Hub Port , Journal of Managerial Sciences, Volume 9, Number 1, p92 <https://www.qurtuba.edu.pk>

The third axis: the geo-economic importance of Gwadar port and the economic necessities of the regional countries

Because the port is part of the city of Gwadar, which is located on the coast of the Arabian Sea and is part of the state of Balochistan, it is significant due to the concentration of mineral riches in the surrounding areas, Balochistan is also characterized by the presence of natural resources and a small and widespread population of (125,000) people, However, it suffers from neglect by the Pakistani government, which constituted an obstacle to the use of these resources, so we find a low rate of urbanization and a high rate of unemployment and poverty, which causes a decrease in the annual growth rate (Baloch, 2008, pp. 38-46), The development of the port in recent years has changed the rules of the game in Balochistan in particular, and Pakistan and the surrounding region in general, As Gwadar will

have an economic center, which will contribute to the growth and development of the region and thus address the economic and social problems in Balochistan. It will also contribute to reducing the high rate of unemployment by attracting manpower and internal and external investments that develop the state, The micro-projects also achieve benefits for the local population, which prompted the emergence of investors at the regional level to achieve mutual profitable benefits. Therefore, China had a role in rehabilitating the port to achieve major economic benefits, which will achieve comprehensive development for all the surrounding regional countries that join the Chinese project, It is certain that the port will compete with the ports in the region (in the Arabian Sea), as it can be said that the Belt and Road Initiative is one of the most important Chinese development plans, which refers to the new Silk Road and the main goal is the development of western China and linking Beijing with the Arab Gulf region and Central Asia and Europe in order to get rid of the stranglehold on them in Malacca and the competition in the South China Sea, And to create economic cooperation between countries along the Belt Road with the aim of promoting the free and orderly flow of economic returns and efficient allocation of resources with the aim of increasing market integration and establishing a mutually beneficial regional economic cooperation framework, linking East, South and Central Asia, which is an important part of Asia; Particularly the part (the Central Asian republics, which is an important region and rich in minerals) the marine part (the Rimland) the port of Gwadar, and this line has an essential benefit represented in the element of time The journey (and the distance and safety). (Bashir, Rashid, & Ikram, 2018, pp. 53-64)

Map (3) Explain the China-Pakistan Corridor



Source: NajiKhalifa El Dahan, Gwadar port and the economic conflict in the Arabian Sea and its impact on the security of the region, Umayya Center for Research and Strategic Studies, 2019 <http://www.umayya.org>

Gwadar port holds great importance not only for Pakistan but also for the region, the importance of Gwadar port has increased at the international level and the business of other ports will be affected when the port concerned becomes fully operational, The countries of the Middle East, Central Asia, South Asia, the United Arab Emirates, the Sultanate of Oman and the Arab Gulf states will benefit from this port. And Pakistan and China need to deal With this project very carefully and skillfully (Bashir, Rashid, & Ikram, 2018, pp. 53-64), Table (1) shows a comparison between the Gwadar port and the ports overlooking the Arabian Sea, clarifying the depths of those ports and the number of docks, through which it is possible to deduce the importance that will be achieved from the port of Gwadar where the sea depth of the port shows the huge ships that can be received. Gwadar port will serve as part of China's Belt and Road project. Pakistan became a member of the Shanghai Cooperation Organization (SCO) in 2015, the organization allowed the port of Gwadar

and emphasized Pakistan as a key regional center in the monetary progress of the Central Asian countries which are core members of the Shanghai Cooperation Organization and provided an opportunity for Pakistan to strengthen its relations with CPEC car, It has the potential to connect the region and gives Pakistan great importance for commercial purposes and can make Pakistan an economic power when Gwadar port becomes fully operational, It will challenge Dubai port precisely because it will lose 70% of its trade, and it will also affect the Chabahar port in Iran, as the port of Gwadar is the largest natural deep sea port in the world, Here, ships of large tonnage can easily anchor. The economic corridor faces internal and external resistance. The main reason for the resistance is that it destroys the work of ports and other countries. The China-Pakistan Economic Corridor is a nightmare for some countries, as its development will find China its way into warm waters and could include India in the region. Internally, it creates problems against the China-Pakistan Economic Corridor.

Table (1) Gwadar port compared to other ports

	Port name	Country	Port depth	Number of docks
1	Gwadar	Pakistan	- 17.1 م 18.2	120
2	Karachi	Pakistan	10 -9.4 م	33
3	Jebel Ali	The United Arab Emirates	- 15.5 م 16	67
4	KhorFakkan	The United Arab Emirates	م 16	--
5	Bandar Abbas	Islamic Republic of Iran	- 9.4 م 10	24
6	Chabahar	Islamic Republic of Iran	م 11	10
7	Salalah	Sultanate of Oman	م 10	19

8	Dammam	Kingdom Saudi Arabia	9م	39
9	Doha	Qatar	- 11.2م 12م	29

Source:-Rabia Bashir & Sawaira Rashid & Muhammad Ikram, Geo-Strategic Importance of Gwadar Port, Journal of Indian Studies Vol. 4, No. 1, January – June 2018, pp. 53 – 64.

The economic necessities of the port can be clarified as:

1- It has great business prospects that will be multiple after the links with the Central Asian region. The total population of this region is about 65 million, spread over 6 states, including Uzbekistan, Tajikistan and Turkmenistan, which are geographically close to Pakistan and will be the potential users of the Gwadar port. The current total foreign trade of the region is estimated at 20 billion US dollars With 12 billion US dollars of exports. Total international trade by weight and volume is about 80 million tons. The main items and commodities of trade brought in from various ports are all kinds of consumer goods, electronic gadgets, and apparel. Export, which is our main focus, includes cotton, mineral ores, machinery, gas and oil. The road distance from Kochka in Turkmenistan to Gwadar is 1200 km while the nearest Black Sea port to Odessa in Ukraine is about 3400 km from Central Asian countries. It is clear that Gwadar becomes the most viable option available with cars. Therefore, plans are underway to construct a 500-kilometre highway that will connect Gwadar with motor vehicles through Benjour, Shaji and Rabat all the way to the heart.

2- Another objective of Gwadar Port is to serve as a major port for neighboring ports that are unable to receive mother ships. This is all about transit traffic. Gwadar is strategically located near major shipping lanes and is scheduled to handle mother ships and larger oil tankers in a timely manner. However, competition (from the port of Salalah / Oman) is likely to be on the transshipment trade.

3- Gwadar is likely to emerge as a regional center for economic activities due to its ideal location at the tip of the Strait of Hormuz/Arabian Gulf. It has the potential to be a vital link with China, Afghanistan and the Central African Republic, thus attracting trans-shipment trade with more than 20 countries including Sri Lanka, Bangladesh, Oman, UAE, Saudi Arabia, Qatar, Iraq and Iran. These countries may open their warehouses in Gwadar for the export of goods and later the environment, in order to “enable Gwadar to compete with its regional counterparts, Port fees will be kept low by allowing a wide range of tax concessions to PSA affiliates to reduce operational and commercial costs.

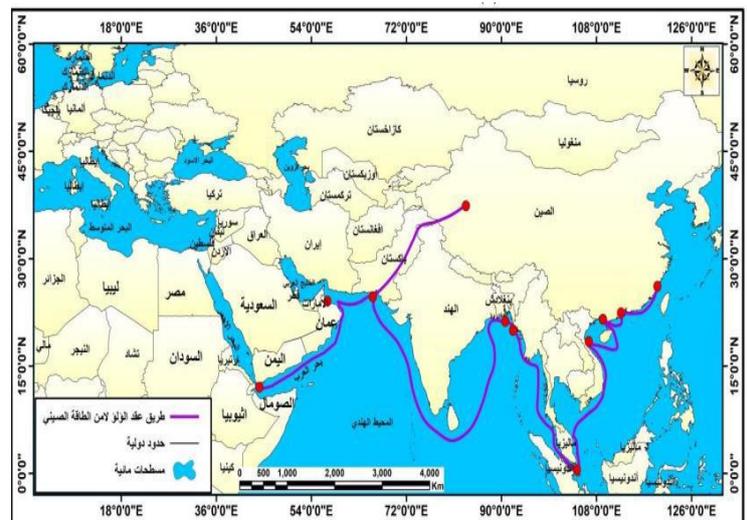
4- These include full exemption from corporate tax for 20 years, duty-free imports of materials and equipment for construction and operation of the port and free economic zone; and zero tariff rate for 40-year shipping. However, on June 30, 2013, the Cabinet agreed to hand over management of Gwadar Port from the Singapore Port Authority (PSA) to Holding Overseas China due to non-performance. Since then, Port is managed by the Chinese, Pakistan's endeavors to create a "TEC (Trade and Energy Corridor)" Furthermore, TEC's infrastructure requires multi-billion dollar financial commitments, of which Saudi Arabia, UAE and China are interested and have the capacity. Feasibility studies are being conducted for a railway track and pipeline along KKH to the Chinese border. Reportedly, Saudi Arabia is also looking into possibilities of using this corridor to supply energy to China. During the prime minister's upcoming visit to China in early 2020, a contract on the issue of railways will be finalized.

As for its strategic and geopolitical importance in the region, it can be stated as follows - (: (El Dahan, 2019)

- 1 . Economic development and a high growth rate make Pakistan an Asian economic growth within years.
- 2 . Pakistan will be an economic hub and center because it is surrounded by many countries that do not have sea ports, such as Afghanistan and the Central Asian republics.
- 3 . The project area is an area of conflict between nationalities, religions, and sects, so the project contributes to alleviating the conflict, and creates opportunities to live in peace and share opportunities.
- 4 . The prosperity of Pakistan's economy thus leads to political stability in the country, and the preoccupation of the Pakistani people with issues of development and projects keeps the specter of extremism away, of which unemployment is one of its causes.
- 5 . The project is a strong blow to the American influence in the region and a strong shift to the Chinese influence, which has begun to fill the American vacuum, but not in the form of a military conflict as the American cowboy does, but rather a soft economic invasion.
- 6 . Moving the service center and re-export trade from Dubai and Singapore to Gwadar port due to its proximity to the import and export lines of goods and ship lines, and it could also make the establishment of a Pakistani-Qatari gas pipeline and linking China with it in the future a feasible reality.
7. This project will accelerate the possession of China and its position on the throne of the largest global economic power, which is expected to reach it soon.
- 8-It is clear from the map (4) the multiple roads linked to the Pakistani port of Gwadar as part of the Chinese project (the pearl knot). The strategy of the pearl line is a guarantor of China's economic interests, Although it does not adopt the theory of naval power as one of the pillars in its maritime strategy, but rather tries to maintain the security of

the energy supply route, it is implementing a solid strategy with its neighboring countries on land, in addition to relying on coastal countries to benefit from the ports (Pehrson, 2006)Thus, the project will certainly face strong competition, especially from the coastal countries overlooking the Arabian Sea, not only because of the port of Gwadar, but because this means a Chinese presence in the region and the convergence of competition and the American presence, in addition to the position of the Arab countries because China's support for the establishment of the port is for purposes that serve China, and this means there is Competitive ports, and it is expected that the port and Chinese project will be completed and will achieve comprehensive development for the region.

Map (4) The path of the knot of pearls route linked to the port of Gwadar



Source: Jonathan Fulton, China's changing role in the middle east, Atlantic Council RFIK HARIRI CENTER FOR THE MIDDLE EAST, June .2012, p11

Fourth axis: Obstacles and future visions

The port of Gwadar can generate enormous revenues, provided that the economic and foreign policy options are properly dealt with. Since it is a huge project with long-term and short-term local and regional impact, it faces many challenges that can be divided into local, regional and international, and at this point in time, it needs a

stable security situation in order to make the most of the port. It is noted that the Pakistani province of Balochistan is affected by the security situation in Afghanistan, and the threat of militancy and rebellion in the region has increased the instability in northwest Pakistan. Although the entire federation is under the influence of terrorism, however its impact is very clear in Balochistan, and the Federally Administered Tribal Areas, so maintaining the security and stability of the region is a necessity for development.

The internal challenge (security and development): -

Security and development are two sides of the same coin, and they exchange with each other. One without the other is highly unlikely. Regional development and cooperation is the basic component of all Regional organizations such as ECO (Economic Cooperation Organization), SCO (Shanghai Cooperation Organization (SAARC), South Asian Association for Regional Cooperation), Regional powers and great powers have interests in peace in the region, so the integration of infrastructure creates a favorable atmosphere to attract economic development, and the South and Central Asia region is characterized by its richness in natural resources such as hydrocarbons, which encourages multinational companies as well as regional and global powers have a great interest in the oil and gas resources in the region, and the geographical environment or what some observers call the new great game also affects the developments in the region. After the events of September 11, the United States and its allies in NATO invaded Afghanistan and expelled the Taliban from the corridor of power. The region became suffering from a sovereign vacuum. Russia, China, the Central Asian republics, India and Pakistan supported the United States in its war against terrorism. China is working to strengthen its relations with Central Asian countries rich in oil and gas, because its domestic energy resources are

insufficient for its growing energy needs as a result of massive population growth and the development of its economy. Transportation routes in Central Asia are directed towards Moscow. After the dissolution of the Union of Soviet Socialist Republics, transportation constitutes one of the prominent obstacles as well, which is affected by the quality and excellence of transportation routes to link the dissolved republics with Central and South Asia, as well as to its east, through transportation routes (Anwar, pp. 97-112) In fact, the greater the task, the greater and more complex the challenges and difficulties. Therefore, the implementation of the port of Gwader has faced several difficulties. Also, linking it to the Chinese strategic projects associated with the countries in the region, in addition to the port of Gwader, faces several challenges, whether it is from resident of Baluchistan, neighboring countries, or an international level. The internal obstacles represented by tribes and social conditions continue to be the primary pillar that has a significant impact. Some residents of Balochistan rejected the existence of the port altogether and objected to the government's performance, and the study of reality says that as long as the region suffers from several social problems, it is assumed that investment and development projects will be implemented that encourage the development of the province and the region in general, this is in addition to the developmental neglect Baluchistan suffers from and the spread of social problems such as poverty and unemployment, which was the reason for refusing to attract Western investment outside the region, which can be seen as an attraction for foreign investments that give an important role, in addition to neglect in infrastructure (Khetran, 2014, pp. 34-35) (Ahmad, 2015). Although there is a huge amount of trade that can flow through the port of Gwadar, it also faces the difficult task of competing with the developed ports in the region, in addition to the

need for concerted efforts to create a favorable environment for industrialization in this region on the basis of strategies, programs, scientific approach and effective directions to make it a comprehensive and competitive enterprise. If there is no broad cooperation between regional powers and additional regional powers, there will be no security. The primary objective of Pakistan's foreign policy is to develop beneficial and strong relations with all major powers and maintain friendly relations with its neighbors. The success of the port project depends on its use by the Central Asian republics. In this regard, cooperation with Afghanistan, which lies between Pakistan and Central Asia, is extremely important, and here lies the need for a safe environment for the smooth flow of movement and security for trade and the areas passing through. (Anwar)

2-Regional Challenge (Indian Fear)

We note India's fear of Gwadar port. The main reason for its fears is Chinese participation, as India feels that the port will give Pakistan the advantage and control over maritime navigation, and also by linking transport and trade routes with Central Asian countries through Afghanistan and Pakistan, and linking them to global trade across the Arabian Sea, especially for the transfer of mineral resources. Many of the Indian fears or allegations about China's encirclement come against the background of the various Chinese developments that are taking place around the Arabian Gulf and the Arabian Sea and near the Tibetan border in Nepal, as China is building a dry port that will cost 14 million dollars. Besides, in the same region, China will also spend on developing five other ports, which would target the Indian market and reduce the importance of Indian ports. Coming to Bangladesh, another neighbor of India, China is interested in building a port on Sunadiya Island in the Bay of Bengal and Hambantota Port in Sri Lanka was opened in June 2012 also with the help of Chinese loans, Although

China has no claim to property rights in the port, such developments, called the "String of Pearls", thus prove to be a major concern for India, and do not forget that China's primary goal is to move away from US pressure in the Southeast Asia is therefore trying to find alternative solutions, as well as with the aim of economically affecting the countries of the region. The Chinese presence in Gwadar is a serious issue for India, and it believes that the Chinese Navy can use the port of Gwadar to stop its ships in order to monitor its merchant ships and help them in cases of security risks. One of the reasons that China may consider Gwadar a worthy naval location is because Karachi, the main seaport of Pakistan, was revealed during the Indo-Pakistan War in 1971. In order to counteract the influence of Gwadar, India is working alongside Iran to develop the Chabahar seaport. In Iran, India also promised to invest another \$100 million to expand the port. Chabahar port is unique in nature as it can be connected via rail and road networks with the international north-south transport corridor, a huge project that includes Russia, Iran and India, the port can also act as a transshipment hub in Zahedan, Afghanistan, via a route of up to 600 kilometers. It could also be used as a transit point for Central Asian countries, and with potential Chinese naval interests in Gwadar, India could also consider Chabahar as an alternative maritime location, which could be subject to Iran's approval. This interest in and development of Chabahar port may create problems in India's foreign policy, as the United States, one of India's largest trading partners, considers Iran a vulnerable country due to its nuclear program and its threat to Israel. For this purpose, Indian policy makers will be faced with the task of balancing their geo-strategic interests with their relations with the United States. Besides these complications, India will also have to consider the fragile situation in Afghanistan in proper perspective because any long-term stability could hurt India economically

in the long run if it invests huge sums. Indian policymakers will face the task of balancing its geostrategic interests with its relations with the United States. Besides these complications, India will also have to consider the fragile situation in Afghanistan in proper perspective because any long-term stability could hurt India economically in the long run if it invests huge sums. India's policymakers will face the task of balancing its geostrategic interests with its relations with the United States. (Erfurt, 2013) (Neo, 2013)

3-The challenge of competition (represented by the competition of regional ports) - it is likely to attract the numbers of larger ships, due to the marine depth it enjoys, so that each of (Dubai Water, Salalah, Oman, Badr - Abbas and Chabahar, as well as the local ports of Karachi and Al Qassim (ports competing with the port of Gwadar) In terms of differentiating the number of ships that follows the number of docks and the depths of the sea, note Table (2).

Table (2) Comparison of ports

Feature	DP		Omani Salalah	Bandar Abbas	Shah Bahar	Karachi	Qasim	Gwadar after the second stage
	Rashid	Jebel Ali						
number of anchors	35	71	33	24	4	30	10	12
Channel length km	0	15	0	6.4	1	12	45	4.5
channel depth m	3	17	16	13	0	3	12	20
Number of containers million	5.1		2	1	--	8	0.42	--
summon ships	13732		1184	--	--	393	806	--

Ammad Hassan ‘PAKISTAN’S GWADAR PORT – PROSPECTS OF ECONOMIC REVIVAL, NAVAL

POSTGRADUATE SCHOOL MONTEREY, CALIFORNIA,2005 , p20 – 33

The expected data, according to a study conducted in 2005, indicated that the number of containers passing through the port of Gwadar receives large quantities of goods, as shown in Table (3).

Table (3) The volume of trade in Gwadar port*

Category	2005	2010	2015
Dry cargo (million tons)	3.96	4.74	5.77
Liquid Cargo (Million Tons)	16.62	17.54	18.77
Container 1000	200	241	295
Recharge 1000	200	250	300

Ammad Hassan ‘PAKISTAN’S GWADAR PORT – PROSPECTS OF ECONOMIC REVIVAL, NAVAL POSTGRADUATE SCHOOL MONTEREY, CALIFORNIA ,2005 , p20-33

* The data represents a future forecast according to the study issued in 2005

4- There are challenges at the planning level of the port, including: - (Zaheer)

- The port's validity depends on the coast's back. Along the coast, its back is desolate and not encouraging.
- Building a network of roads and railways requires a huge investment, and here we face Difficulty with liquidity.
- Axis port (cargo freight) requires urging large shipping lines to bring Its large vessels to Gwadar to transport container loads have low port fees and costs , which creates a comparative cost advantage, as it will be the biggest challenge for the port to obtain Shipping lines to use Gwadar as a hub port (transshipment).
- Competition by ports, especially Bandar Abbas, Chabahar, Dubai, Fujairah and Salalah The Mina (Gwadar) must be connected to neighboring countries through modern and advanced railways In addition to safe transportation (and Chabahar port is likely to be the strongest competitor as it is close to Afghanistan and Central Asia, and Chahbahar is the economic gateway because it is

located on the shore of the Sea of Oman(it shortens the internal link from the sea to the independent countries(CIS) by up to 100 km.

- The internal problems in Pakistan and Afghanistan are a threat to the passage of transport and trade.
- Attracting foreign investors, which means controlling the capital and the type of secondary economic activities and the development of non-national interests.
- The connection and the infrastructure associated with it is necessary for the functioning of any port, Gwadar is unable to attract any business due to the lack of connectivity and supporting infrastructure, so it is necessary to complete the requirements of transportation routes and important facilities in the port as an integrated network, in addition to the development of the city's Gwadar and the state of Balochistan to make it a center of tourism and commercial attraction together.

future visions:

Pakistan has developed a port in Gwadar (its southwestern city), located at the mouth of the oil-rich Persian Gulf, and the fact that Pakistan is close to the Central Asian region, which is rich in economic wealth, is the matter which made Pakistan to be optimistic about its port, but there are obstacles that have been mentioned through which it is possible to develop an expected picture, which is represented by

- The first scenario: the port's success and continuity (it is possible to set the verification points for this scenario)
- In the event of the improvement of the security conditions inside Pakistan and Afghanistan, the development projects will have an easy task, which will encourage the revitalization of the transport movement and the continuation of the implementation of the steps of the projects related to the port.
- In the event that the port is completed with Chinese financial aid, and the port is linked to

Chinese projects (the Pearl Knot and the New Silk Road), which will make the port a focus for attracting international merchant ships, especially since the port is characterized by a greater sea depth compared to the surrounding regional ports.

- In the event that Pakistan controls its internal problems, the most important of which are social problems (unemployment poverty), through the development of Baluchistan and attract investors to manpower, but the important thing is to convince the tribes to achieve stability and eliminate terrorism.
- The establishment of cordial relations and the improvement of good neighbourliness between countries are possible under the condition that the concept of competition is eradicated.
- The convergence of visions of the major countries, Russia, China, and the United States of America, and this is impossible because the latter views them as an enemy and they must be excluded from being near the American presence in order to keep its interests safe, especially since the Chinese plan to pursue alternative projects for the purpose of keeping its trade away from the American danger in Malacca.

Scenario Two: Port completion is interrupted (stopped)

To draw this scenario, we presented the challenges and obstacles to completion, which are represented by:

- The financial financing of the project and other projects related to it exceeds the financial capabilities that can be provided by Pakistan, as it is already suffering from a financial deficit and relied on external capital, which makes it in the event of the completion of the project at the mercy of external investors.
- International competition that outweighs regional competition and capabilities, the matter is governed by the United States of America, which

opposes the Chinese presence and the Russian-Chinese-Iranian rapprochement.

- The presence of tribes opposed to the completion of the project, in addition to the presence of so-called extremist terrorism.
- The current economic situation that afflicted the countries of the world as a result of the events of Corona.
- Arab ports that compete with the port will certainly try to obstruct its completion.

In the event of the continuation of the previous points, it is possible that the idea of the port will be canceled or it will be useless.

Third scenario: the status quo remains

This shows us that the port will stop and it is a similar situation to the second scenario with the difference that it is possible to reach a specific stage of completion and then stop as a result of several problems, governed by obstacles.

The researcher believes that the second scenario is available, due to the many obstacles facing its completion

Conclusions

1 - The Gwadar port represents a significant economic shift for Central and South Asian countries, as well as East Asia (China), as it seeks to keep its trade independent of American dominance in the Malacca Strait.

2- The strategic location of the port, overlooking the Arabian Sea, connected to the Strait of Hormuz, and the fact that the port is part of the city of Gwadar, located in the state of Baluchistan near the Afghan border), meaning that it is a link between Central Asia and the Persian Gulf, which is rich in oil, and the passage of trade traffic.

3 - Gwadar port poses a threat to the interests of regional and international countries, as it will constitute a center for attracting large ships with large tonnages.

4 - The port forms an integral part of Chinese projects to link their trade with the Arab Gulf

states, Central Asian countries and Europe, in an attempt to reduce American influence and make it clear to the world that the era of exclusivity is over, and that the game is now economic.

5 - Most of the obstacles can be overcome in the case of solidarity between the countries willing to cooperate with the Pakistani / Chinese project.

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