

# THE IMPORTANCE OF GWADAR PORT FOR GLOBAL PLAYERS

**Muhammad Asif**  
**Prof. Dr. Kaleem Ullah Bareach**

Lecturer Department of History, University of Balochistan, Quetta.

[Department of History, University of Balochistan, Quetta.](mailto:Department_of_History.University_of_Balochistan.Quetta)

## ABSTRACT

*Gwadar port possesses an important geo-strategic location and has increased interdependence between Pakistan and China. The port was constructed with the assistance of China. Now the control of this port is under the supervision of Chinese authorities. China wants to use this port as a corridor. This study highlighting various aspects whereas, The Gwadar port gives an edge to Pakistan over India, because through this port China can move her goods easily targeting other regions of the world. In this context China's active role is being influenced in the presence of other internal as well as external elements. Both US and India are feeling threatened by Chinese naval presence at Gwadar port. Because through this port, China can monitor US and India maritime activities. To counter this, India is focusing on Iran's Chahbahar port and wants to use that as an alternative when it supplies would be blocked by China in any critical time in future. Simultaneously, the paper aims at economic, strategic, and geopolitical aspects prevalent in the region and as how Pakistan has been dealing with such circumstances.*

**Key Words:** *Geo-strategic, Assistance, Economic, Encirclement, Infrastructural, etc*

### ***Gwadar Port and its Strategic Location***

The strategic location and Gwadar port also is causing of instability in Balochistan. This port is the competitor of Indian New Dahli Port, Iran Chahbahar Port and UAE Dubai port, so these regional forces are trying to sabotage this deep sea port. Due to strategic locations China is constructing this deep sea port for its own trade

because it is the shortest passage way of trade for China. USA and Russia also wants to have access this port for entrance of CARS countries natural resources. Afghanistan and Russia wants to have access to deep sea warm water port in south. As Balochistan is the part of New Great Game, energy corridor and CPEC, for future the regional and global force wants to have their influence in Balochistan. For this purpose they were trying and in past tried, to make Independent Balochistan with supporting militancy, insurgency and separatist movements in province.

### ***Global Powers Rivalry in Indian Ocean***

US worries and feeling threat of Chinese influence this region, and may use this port for military purpose and naval bases. US consider Chinese advancement in this regions may threat for their activities in Persian Gulf and may monitor their Maritimes activities in Indian Ocean. According to Us Pak China bilateral ties may change the balance of power of the region and china will not only expand economic activities but also the military activism in Indian Ocean toward African countries, Asia pacific and Antarctica through Gwadar port. US thinks that Chinese may have intention to become a leading power in war against terrorism in Afghanistan as they have connection via KKH to India Ocean and it would vulnerable the NATO supply route. Indian fears that Chinese naval military may convert this Gwadar port for nuclear submarines and aircraft carrier with the passage of time. India believes that Chinese presence in Indian Ocean and Arabian Sea will benefit Pakistan, while giving to control over strategic significance Sea route and monitoring Shipping, Coastal lines, Choke Points.

### ***Silk Route of New Great Game***

Brahma Chellaney a political analysts stated that “There is a new Great Game in Asia where major players are trying to create alliances and partnerships. India has to be a player and there is a need to pursue initiatives. China’s rise signals an unbridled desire to dominate Asia.”<sup>1</sup> Robert D Kaplan say that, in world Indian ocean is important busiest trade route, in which 50% of all the containers traffic passes through this region. In Indian Ocean 70% of the world oil tanker passes through it. So the port city Gwadar can

---

<sup>1</sup> Nunziante Mastrolia, “Asian Players: India and China,” *Quarterly*, Year v N3 – (A-2007):23-76.

be the nexus in new silk route. Gwadar can provide the shortest and cheapest trade way to Afghanistan, China and CARs countries. Gwadar may be the Key toward Chinese energy route in south near the Strait of Hormuz. China can use it as energy corridor for oil trade from Gulf countries via Pakistan. China influence in Indian Ocean will increase toward Atlantic and Pacific Ocean. After the completion of Gwadar china will bypass strait of Melaka, as currently 80% of its trade passes through this long and heavily cost route. China is going to link Gwadar port with its Kashghar port in Xinjiang, through CPEC route.

Russia has also interests to reach the Gwadar port with the help of china and currently Russia is trying to develop its relations with Pakistan. India and other countries like US are trying to sabotage this route and Port because it will help in increasing the china economy due to shortest and safe distance for trade, toward Middle East and African countries.

### ***IP (IPI) Gas Pipe Line***

Iran-Pakistan Gas Pipeline has amplified the back door proxy war against terrorism and its aim was to secure over oil and gas reserves. In Pakistan US ambassador was not happy with it and he said that

***“Pak-Iran gas pipeline is not a good idea, however, the plan to get gas from Turkmenistan is a better idea,”***

It was showing that US and its allies were not accepting it as they have clash with Iran on nuclear program. This statement was indicating US playing of its New Great Game in the regions. In Pakistan Mr. Zardari and PPP took a strong step with argument that

***“Islamabad will not accept any dictation regarding its internal affairs from any foreign country. Gas from Iran is in the country’s best interest.”***

India has withdrawal from the IPI gas pipe line project, while Russia and China have shown their interests and promised for the developments 780 km gas pipe line. This agreement pinches and worries US as agreement with Iran will boost Iran economy. In geo political interests of the region IP gas pipe line project with Iran is against and

harmful for America. After the Indian withdrawal from IPI gas pipe line project than it became only IP gas pipe project and later the name was changed as “The Peace Pipeline” it has prompted a new great game between the pro-project and anti-project actors. India purported that this gas pipe line is “A Risky Venture” and alleged that security situation of the Balochistan situation as historically insurgents groups in Pakistan are targeting the gas pipe line in Balochistan. It was feeling threat that these nationalist groups may attack this gas pipe line. US alleged that this proposed gas pipe line is against the sanctions of US on Iran nuclear Program. America pressurized Pakistan that we are supporting Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipeline project and it will fulfill Pakistan energy requirements.

US warned Pakistan for consequences of this project and offered assistance to Pakistan for the energy requirements. This project only irritated India and US while Russia and China are supporting this project. Russia looks this project in positive way and it has interest to become part of it as it will deliver its gas to Persian Gulf countries. China is supporting this project due to having big stakes in Gwadar port. So due to this project if initiates US and will produce hinders in Balochistan to flop it.

### *Chinese Developments in Gwadar*

In past Gwadar was a trade route between the Middle East and India<sup>2</sup>. Now to access the Middle East countries, China has launched many projects in Balochistan, in which main important one is the Gwadar Port. Near to the Gwadar Sea Port Chinese company (CHEC) is now busy in making an International standard Airport. They have done an agreement with Pakistan, CPEC from Kashghar to Gwadar and Pakistani Prime Minister Muhammad Nawaz Sharif called it the game changer of the area. This Project will benefit the billions of peoples across the world. Gwadar will provide the route toward CARs, African and Gulf countries for Chinese products. China will use this port for oil trade to complete its energy requirements. Currently 80% trade of China passes from Strait of Malacca, which is unsafe, expensive and long route. Gwadar is safe and shortest distance, even in land route from Shanghai toward South China Sea ports.

---

<sup>2</sup> Ziad Haider , “Baluchis, Beijing, and Pakistan's Gwadar Port”, *Georgetown Journal of International Affairs*; (Winter 2005):95.

China started works for the developments of Gwadar in 2002, with \$ 198 Million out of total \$248 Million in phase one.<sup>3</sup> Chinese company Great United Petroleum Holdings Company Limited (GUPC)” is working for the construction of “petrochemical city” at Gwadar, worth of US\$12.5 billion. China is largest investor in the Gwadar largest investor in Gwadar port is controlled by controlled “Tianjin Zhongbei Harbour Engineering Supervision Corporation of China (TZHESC)”.The development of the port has many phases with estimated cost of \$1.6 Billion. “Great United Petroleum Holdings Company Limited (GUPC)” is involved in investment in another project “Petrochemical City” at Gwadar, worth of US\$12.5 billion. This company will have the ability to refine 21 Million Tons crude oil annually. This refinery will be connected through pipe line in CPEC.<sup>4</sup> The Baloch nationalist have concerns regarding the huge Chinese investment in Gwadar. They claim that Baloch assets and wealth are being exploited by capital Islamabad and china. China will get 50% benefits, 48% federal government and only 2% will be given to the Balochistan, which is also not given due to the political corruptions.<sup>5</sup>

The labors and technical peoples are being brought from Punjab which will turned Baloch in minorities. Baloch nationalist argues that the government is not giving any jobs and a technical position to the local people and their arguments is correct to some extent. If the central government was honest, they have to give technical education for to local peoples. They are not serious, if they were, they can trained and educate a new generation within these 15 years, since the Gwadar has been started. They have attacked many, Chinese workers and engineers.

### ***Russian Access to Indian Ocean and Gwadar Port***

The Gwadar port city will be the economic hub of silk route, as this route is from CARS to Gwadar Port is the Part of New Silk rout of Great Game. Balochistan is the region which is connecting, CARS countries to south in Indian Ocean. In Past Russia has tried to access to Balochistan either by hard power on attacking Afghanistan or by supporting the nationalist separatist groups in Balochistan. As it could not succeeded in

---

<sup>3</sup> *ibid.*

<sup>4</sup> Syed Fazl-e-Haider, “Gwadar: An Emerging Centre of the New Great Game”, *ISPI*, (October, 2009):1-3.

<sup>5</sup> *Ibid* 45

its aim in past, now it is trying to have access to Indian Ocean with soft power by improving its ties with Pakistan. From Gwadar port Russia can easily develops its trade from Indian Ocean to Cars and then Russia.

### ***Indian Concerns about Gwadar Port***

The India has great concerns over Gwadar port and Indian Ocean due to China huge investment in Balochistan Gwadar developments. It is strategically important for military and trade route in Indian Ocean at Arabian Sea. This hunches India for insecurity imbalances in Indian Ocean as both are nuclear power friends. Indian think tanks argue that Chinese presence will enhance the misbalance in Indian Ocean for long term. The Gwadar port has the international potential of attraction of the investment of trade of oil and gas, for international companies. Indian thinks that china will increase it naval power in the Indian Ocean for military control over the region. Historically Pakistan and Indian remain enemies of each other and china and Pakistan are fiends if each other. India also remained as enemy for china, So India feel threats of Enemy of my Enemy is my friend. More ever this port will use as connection for CAR, natural resource. China will no more dependent on Eastern ocean route, with Indian Ocean, for trade. China will get its oil and gas for energy, through Gwadar from, Africa, Middle Eastern Gulf countries and Iran.<sup>6</sup> India wants to be the hegemonic power in Arabian Sea and Indian Ocean.<sup>7</sup>

Due to strong military and economic ties between Pakistan and China, Gwadar got great importance in World politics as well as in India. India fears of military use of Gwadar by China, and Chinese argues that if they wants to have military intentions, they could do it easily at Karachi port, which is near to India.. In Pakistani society, it is found that India is involved in Pakistan through Balochistan. It is said that Indian aim is to monitor the China influence in the region for itself and America. They are using Afghanistan land for this purpose under the US occupation. India is doing insurgent activities in Balochistan, to counter the Gwadar port. They are giving money and

---

<sup>6</sup> Farooq Yousaf, "Gwadar Port: Chinese Acquisition, Indian Concerns and Its Future Prospects," *Spotlight South Asia*, paper, (Oct, 2013):67-90.

<sup>7</sup> Hong Zhao, "China and India: The Quest for Energy Resources in the 21st Century" (New York: Routledge, 2012).89-97

weapons to these insurgents groups, to increase the militancy and instability in Balochistan. When in 1990 Pakistan government announced that they will develop the Gwadar port, India started developing the Chahbahar sea port of Iran to counter Pakistan's Gwadar port. They want to fail Gwadar, via connecting Afghanistan and CARS through Zaranj Dalaram Road to Chahbahar sea port. Due to political issue, Pakistan could not developed the Gwadar port at that time, but the Indian concerns increase in 2002 when Pakistan has done agreement with China to start the developing of Port.

When Gwadar port will develop, it will increase the population of the city. UAE and Iranian want to sabotage this port because it will fail Dubai and Chah Bahar Sea ports. They are countering China here as it will effect on Indian ports. More than Two million will come to Gwadar for jobs<sup>8</sup>. So, India on behalf of US is against of this port development and Iran has it won reservations. So they are trying to sabotage this port development and produce anti Pakistani sentiments in Balochistan. In this way insurgency is increasing in Balochistan. US think tanks claim that China will use this Gwadar port, for Military purposes, as part of its 'String of Pearls'. However China denies that they will not use it for military purpose. They wish a symphonic Indian ocean. Their aim is to access for Middle Eastern and African resources.<sup>9</sup> So, US will try to compete China in Balochistan through different means, like wise supporting India.

### ***Gwadar Port vs Chahbahr Port***

Iran has the interest to failure of Gwadar port, because if Gwadar port succeeds it will devalue the Chahbahar port for Afghanistan and CARS countries. If the Chahbahar sea ports succeeds than India will transit its goods to CARS, Europe, Gulf countries and Russia through Chabahr-Milak road. India is already developing the Zaranj Dalaram road and connecting pulls on it. India and Afghanistan have already done the agreement

---

<sup>8</sup> "Associated Press Of Pakistan ( Pakistan's Premier NEWS Agency ) - Gwadar Port to Generate 2 Million Jobs," (Accessed on March 24, 2016.)  
[http://www.app.com.pk/en/\\_index.php?option=com\\_content&task=view&id=62702](http://www.app.com.pk/en/_index.php?option=com_content&task=view&id=62702).

<sup>9</sup> Martin W. Lewis, "Balochistan and a New "Great Game" in Central Asia?", May 20, 2011, <http://geocurrents.info/geopolitics/balochistan-and-a-new-great-game-in-central-asia#ixzz1sKFHC8iA>.  
<http://geocurrents.info/geopolitics/balochistan-and-a-new-great-game-in-central-asia#ixzz1sKF3yJDI>

and tariffs reductions at Chahbar port. India is trying to have the gas pipe line from Chahbahar port via Arabian Sea. Paras fields of Gas are very important in geo politics of Gawadr port and Iran. US are against IPI gas pipe line and support the TAPI gas pipe line. The India has withdrawn from IPI gas pipe line due to dependency on Pakistan.

### **Geo-Strategic Significance of Gwadar Port for China**

Gwadar Port has a strategic significance. The strategic importance of Baluchistan for China lies in its Geo-Strategic location and huge reserves of natural resources.

Geographically, Karachi is 460 Km in the West, Iran is 75 Km in the eastern side and Strait of Hormuz is 400 km. It increased strategic depth of Pakistan from eastern side and further away India. The increased strategic depth of 460 km is added which decrease vulnerability of Pakistan from India. Gwadar port helped China to monitor sea line activities from Persian Gulf to Strait of Hormuz. Strategically, the presence of Chinese Naval force enables it to maintain check on US 5<sup>th</sup> Naval Fleet which has domination on Persian Gulf. Furthermore, this port enables China to check the emerging aspirations of Indian Blue Water Navy. By improving existing Caspian Sea link, this port can be compared with UAE and other ports. This port can become better trade route to Caspian Sea region. If US blocks Malacca Strait for Chinese shipment then this port can be used as substitute way for Chinese trade from Indian Ocean to West Asia.

The development of Gwadar port enhanced Pakistan's strategic importance for China. In future, the port would attract foreign investors for trade which will generate revenue. Strategic position of the port has also attracted India, USA and Russia. Geographically significance of the port is a blessing for the economic growth of Pakistan. Although the area in which this port is located is facing different security problems but when there would be proper investment on infrastructure development then there are many chances of peace and prosperity.

### **China's Interests in Gwadar Port**

#### ***Energy Corridor***

Energy cooperation is vital in Pak-China trade and economic relations. Gwadar port has the capacity to give both economic and military gains to China. Since, after the



establishment of first diplomatic interaction, both started cooperating in different sectors. In 2006, their cooperation was further reinforced when the president of Pakistan, General Perviz Musharraf, visited China. Moreover, he offered China to make Pakistan an energy-trade corridor by the development of Gwadar port and up-gradation of KKH. These are the shortest routes and may help China to make its Western part an economic hub. China's response upon this offer was also a classic example which fortified their long-stand friendship and proved the vitality of China's economic presence in South and Southwest Asian region.<sup>10</sup>

Gwadar port is nearest to the Strait of Hormuz and 40% of world oil supply passes through this strait. According to Pan Zhiping, Director of the Central Asian Studies Institute of the Xinjiang Academy of Social Sciences, "China's new energy channel' through which oil from Africa and the Middle East would be transported to China by road, rail or pipeline". China is dependent to acquire its 60 percent energy from Persian Gulf. The construction of oil pipeline from Gwadar to China will reduce the distance of several km. In the view of Chen Xuguang (Party Secretary of Kashgar) Uzbekistan, Kyrgyzstan and China rail track and Kashgar Gwadar linking line are expected to operate in next few years and then China will not be dependent more on Straits of Malacca and other routes of South-China, East China Yellow Sea.

Gwadar port reduced distance of several km for China to transport African oil from Persian Gulf and Western China. China has planned to build gas pipeline of 25000 km from Gwadar to Xinjiang through Pakistan which would reduce the distance. On the other hand, Eastern port of Shanghai and Beijing are 4500 km faraway from Xinjiang. Through Indian Ocean, Gwadar Port and Persian Gulf are 10,000 km faraway from Shanghai Port. It is obvious that transportation of energy and trade from East-African states to Persian Gulf through Gwadar will lessen the distance of 15000 km and 2500 km will just remain. Moreover, this route would not only reduce consumption cost but also a safe and secure route in compare with maritime route. Presently, China's oil tankers are reaching Gulf in twenty days and after the completion of this high-speed road and railway track these tankers would reach within 48 hours. The construction of Gwadar port enables China to

---

<sup>10</sup> Syed Fazl-e-Haider, "Gwadar: An Emerging Centre of the New Great Game", *ISPI Policy Brief*, (October 2009).110-118

deliver oil and gas through pipelines. Moreover, Chinese oil and gas exploration firms may get reasonable revenue in the form of taxes and also through different incentives by the government of Pakistan.

China's interests in Gwadar Port are commercial and its geostrategic location enables it to compete it with other regional ports. It is located at the choke point of Strait of Hormuz and has capacity to handle larger ships and oil tankers. The location of the port enables it to handle trade among enormous states like Central Asia, Iran, Persian Gulf, Afghanistan, Pakistan, East Africa and China. In future perspective, Gwadar will serve as international trade port for China and Pakistan will become regional trading hub. This port is a landmark in Pak-China business relations and it is a two way passage for markets of east and west, north and south.

Gwadar holds significant importance as far as China's strategic calculations are concerned. It is true that the port is providing many economic opportunities to China, as yet there is no getting away from the fact that there exist other actors- mainly India and internal bad security situation of Baluchistan which may lead to a specific role of China in this matter.

### ***Prospects of Trade and Economic Development***

Gwadar has both trade and economic incentives not only for Pakistan and China, but also for other regional states. Pakistan and China are biggest trading partners and their bilateral trade was recorded more than \$ 12 billion in 2013. Pakistan imports from China were recorded \$9.2 billion while exports were calculated \$ 3.14 billion. Pakistan's exports to China include leather goods, mineral reserves and base metals. While on the other hand Pakistan's imports from China include transport equipments, chemical, mineral ores, textile related products, machinery and mechanical appliances. After 2011, a big increase of 48 percent was calculated in bilateral trade.

### ***Trade Forecast of Gwadar***

Category	Year		
	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 TEUs	200	241	295
Transshipment 1000 TEUs	200	250	300

**Source:** Board of Investment, Government of Pakistan

Through five years' Development Program for Economic and Trade Cooperation, China will invest on 36 projects worth \$14 billion in Pakistan. Then there would be joint Economic Commission who will see the implementation of the projects. By up-grading 335 km of KKH from Gilgit to Khunjrab pass the bilateral trade as well as trade with Central Asian states will not only increase but new routes of commerce through Silk Route will also be opened.

As the port would start working with full velocity, it might give benefits to Central Asian States and Afghanistan also. Along with this, Gwadar port is located at the cross road of Middle East and Central Asian region which may also facilitates commercial commodities of intra-regional states. In this regard, Gwadar port can present its share as shortest supply route and having the capacity of handling big ships and cargos. Through Gwadar port, there are possibilities to develop economic cooperation, sea and fishing, exploration of oil and gas and exploration of valuable minerals.

### ***Development of Road Railway Networks for Energy Transportation***

For the transportation of energy, China is focusing on the construction and up-gradations of railway and road tracks. In the work plan of phase-I, a railway track was proposed which would connect Gwadar with Dalbandin, Bandar Abbas, Karachi and Rawalpindi through railway track. The construction of two highways starting from Gwadar through Makran Coast connects at Liari with Indus highway. In 2001, China declared its support regarding the construction of Gwadar-Dalbandin railway track and Makran highway. In 2003, Asian Development Bank showed its willingness regarding the provision of \$150 million for the construction of road from Gwadar to Chaman via

Pak-Afghan border. The construction of this road would facilitate the supply route among Gwadar, Afghanistan and Central Asia.

Along with Gwadar port, China invested massively in the railway system of Pakistan. In 2001, China provided \$250 million to Pakistan and Pakistan purchased 175 rail coaches and 69 locomotives. In July 2002, Pakistan received 14 passenger coaches from China. In 2003, both countries concluded another agreement according to which China was to give 1300 railway engines to Pakistan. In these 420 were to be manufactured in China and remaining 880 were to be produced in Lahore. In the prevailing year, Pakistan got China's intention regarding the improvement of old railway system. In this regard both signed different MOUs and according to Pakistan's finance minister Shaukat Aziz, China would give \$500 million to Pakistan for building of new railway tracks, new wagons and locomotives.

In 2008, first railway track was completed which is the nearest route to KKH. The KKH and coastal highway both are pivotal trading routes which are generating economic benefits. Currently, KKH is linking Western part of China to Pakistan. In infrastructural development China is currently working on different highway projects. A road-line which connect Gwadar with Karachi has been completed and an overhaul of KKH in northwest of Pakistan in under progress. This Karachi to Gwadar road route alone reduced the time from 48 to 7 hrs. Moreover, the development of country-side highway is also under consideration through motorway project.

Modernization of railway system along with the development of Gwadar port would enable China to move raw material and make easy the transportation of energy towards China. This up-gradation of railway system would enhance China's capacity and it can easily move people and goods between Western region to Arabian Sea via Pakistan and also from Gwadar to Central Asia. The development of Gwadar port is a unique opportunity for Central Asian states also. Through Gwadar these port can gain access to warm waters and enhance their trade. Furthermore, by using Gwadar port these landlocked states can export energy and products to the rest of the world. This port will

give economic boost not only to these states and Pakistan and China will also get economic benefits indirectly. <sup>11</sup>

### ***US and Indian Concerns***

As long as United State is concerned, it is not calculating China a bigger threat as compared with Russia but in contemporary scenario, China is the only state which may pose threat to US interests in Asian region. Indian Ocean has been and will remain a grave concern for US foreign policy makers. In contemporary regional security structure US interests over Gwadar port cannot be ruled out. The Washington has feared that by this growing influence China can monitor US maritime related activities over Persian Gulf and Arabian Sea. US is looking at China's control over Gwadar with suspicion and feared that China could turn Gwadar into a naval base and would undermine US interests. If China increases its influence in Indian Ocean region, US would consider its interests at stake. The rise of China shifted US policy focus to look from West to East and it adopted new strategy of "Pivot Asia" and rebalancing. In the view of this policy US political and economic focus has been shifted to Asia-Pacific region. Moreover 60 % of US military focus is on this region in which India is key ally of the US.

For India, Gwadar port is a bone of contention. Soon after the start of development India showed its reservations on the project. The basic concern of India's opposition on the port is its control by the Chinese authorities. India is feeling insecurity that this port will give Pakistan an upper position over India in term of access to world natural resources. Moreover, China's financial assistance for this project created insecurity for India because through this port; China can enhance its influence to Arabian Sea. Like China, Indian economy is heavily dependent on the sea. In terms of trade India is 90 % dependent on sea trade. Domestically, Indian oil and gas production is reducing and in order to import oil India is 90 % dependent of Sea. The major source of Indian oil import is from Africa of Middle East region which can be monitored by Chinese naval presence over the port.

---

<sup>11</sup> Farooq Yousaf, "Gwadar Port: Chinese Acquisition, Indian Concerns and Its Future Prospects," *Spotlight South Asia*, paper, (Oct, 2013)58-95

Presence of China on Gwadar is a serious concern for India. India feels insecurity by the presence of Chinese navy that through this port China can watch India's trading ships and may also pose challenge at any critical movement. Indian policy makers also consider acquisition of Gwadar Port by China as encirclement to India through the Ocean. So in order to respond to the encirclement, India is focusing on alternative ways to secure its energy supply through Persian Gulf, Arabian Sea and Indian Ocean. For that purpose, India is developing close cordial relations with Iran and spent huge amount on the development on Chahbahar Port. The development of Gwadar port by China and Chahbahar by India will become the cause of open rivalry between Indian and China. Along with this these developments will be the cause of geostrategic and geo-economic struggle.

According to John Gaever China and India relations are based on realist view of balancing power. Regarding Asian power struggle Robert Gervis rightly pointed out it as "Security Dilemma". This thing is directly related to China as growing power and showing its presence in South Asian region. While on the other hand India is reactionary power and is responding to China's encirclement by counter-encirclement through its East look policy. In the light of China's growing energy concerns many scholars characterized China as revisionist power, those have wish to change current international status quo.

## **CONCLUSION**

Gwadar Port project is of immense importance for Pakistan. The geo-political and geo-economic significance of this project for both Pakistan and China is clear. If this port would operate in its full capacity and would not only generate valuable revenue, but it will also open new corridors of trade. The area in which this port is located is facing turbulence but if China would gain success to fully operate this project, it would be a great achievement. In addition to Gwadar port China also invested in different projects of Pakistan. The basic reason behind these investments is that China wants to use Gwadar as regional hub port and other investments, i.e. developments of roads and railway tracks would serve as land links towards other regions.

The province Baluchistan has been given with less importance since independence. There are different local as well as international elements that are disturbing the situation. On internal level, there are Baloch separatist fighters who are disturbing law and order situation. Pakistan's law and enforcement agencies are performing best to counter the activities of these elements. Along with internal elements, the involvement of external elements cannot be ruled out. These external forces are helping internal elements and they are disturbing the environment. On external front basically US and India are more worried regarding the acquisition and presence of China in Gwadar. Chinese presence is undermining both US and Indian interests and to control China they are disrupting internal security situation of Balochistan.

## REFERENCES:

1. Chris Brown, "Understanding International Relations", (London: Macmillan Press Ltd, 1997).
2. Zahid Ali Khan, "China's Gwadar and India's Chahbahar: An Analysis of Sino-India Geo-Strategic and Economic Competition", *Strategic Analysis*.
3. Farooq Yousaf, "Gwadar Port: Chinese Acquisition, Indian Concerns and Its Future Prospects," *Spotlight South Asia*, paper, (Oct, 2013)
- 4.
5. Hasan Yaser Malik, "Strategic Importance of Gwadar Port", *Journal of Political Studies*, vol. 19, Issue, 2, (2012).
6. Fazal-ur-Rahman, "Pakistan-China Economic Relations: Opportunities and Challenges", *Strategic Studies*, Vol. 26, No.2, (2006).
7. Hong Zhao, "China and India: The Quest for Energy Resources in the 21st Century" (New York: Routledge, 2012).
8. John w. Garver, "Development of China's Overland Transportation Links with Central, South West and South Asia", *The China Quarterly*, Vol. 185, (March 2006).
9. Joseph s. Nye Jr, "The Paradox of American Power", (New York: Oxford University Press, 2002).
10. Syed Fazl-e-Haider, "Gwadar: An Emerging Centre of the New Great Game", *ISPI Policy Brief*, (October 2009).
11. Nunziante Mastrolia, "Asian Players: India and China," *Quarterly*, Year v N3 – (A-2007)
12. Syed Fazl-e-Haider, "Gwadar: An Emerging Centre of the New Great Game", *ISPI*, (October, 2009)
13. Vijay Sakhuja, "Gwadar: Can India Checkmate China?", *Inside China: The IPCS China Research programme Quarterly*, (April-June 2013), p. 9 Zahid Ali Khan, op.cit.
14. Ziad Haider , "Baluchis, Beijing, and Pakistan's Gwadar Port", *Georgetown Journal of International Affairs*; (Winter 2005)