Strategic and socio economic importance of Gwadar and Chabahar port

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Abstract
Gwadar and Chabahar are two opposing projects in the South Asia. They equally have socio-political and economic repercussion for Pakistan, India, Iran and Afghanistan. It can affect the relationship amongst these states. (Positively/Negatively). Further important thing is the relation between Pakistan and India. Since the inception both have been trying to put pressure on each other. The current study is an effort to know about the socioeconomic and strategic repercussion of Gwadar and Chabahar in this region. Gwadar is the third deep sea port of Pakistan which has a major role in buy and sells between CARs, UAE, Africa and Gulf states. Pak-China wants to establish highway and different railway tracks for the prosperity and great economy of Pak-China region in the global market. On the other side India, Iran and Afghanistan have started a port having same strategy of Gwadar named Chabahar port. This port is called rivalry port. As in the future there will be great relative challenges for States who have aggressive approach towards each other’s. India, Iran and Afghanistan all have the similar kind of plan of railway highways from Chabahar port to Afghanistan and other countries which are land locked. Gwadar is very important for the financial health of Pakistan. Moreover, it will increase Pakistan’s farming output. It is recommended that government of Pakistan should propagate at global level to project Gwadar.

Keywords: Gwadar, Chabahar, port, Pakistan, China

Introduction
The word Gwadar means in local language “The gate of air”. At first it was the part of sultanate of Omania. Pakistan realized the need of Gwadar and buys it £3 million dollars. In the years of September 1958, Pakistan identifies Gwadar as a Port in 1964. In this regard the key step was taken by General Perez Musharraf in 2001 to develop the draft of the Gwadar Port suggestion. The Port growth scheme had commenced on 22 March 2002 with the first phase, which was finished in December 2005 with the support of China. (Anwar)

Map of Gwadar port
After Karachi and Port Qasim the Port of Gwadar is 3rd deep sea Port in Pakistan. Gwadar’s area is 1.52 million hectares square km. It is one of outstanding coastal area of the Pakistan. The coastline of Gwadar is about 600 km in area. In July 1977 Gwadar declare as a district and it’s headquartering at Gwadar metropolis. In the past it was Makran district. Gwadar is
sited on the South West of Pakistan, on the Arabian Sea. It is tactically located between three increasingly more important regions: the oil-rich Middle East, heavily busy population South Asia and the cost-effectively talented and resource-laden region of Central Asia and Coastal belt with the different regions. ECO highway, Coastal road and others different projects of roads, railway line and other sectors will connect Gwadar free Port zone with Gulf States, Central Asian States and China (Gerard, 1994) [6]. Gwadar Port the living pictogram of Pak-Sino relations. physical location of Gwadar has a notable magnitude in the worldwide trade through Gwadar Port located in Pakistan province Baluchistan at the top of Arabian Sea about 460 KMW east of Karachi, the land of Baluchistan has 3 parts, northern Baluchistan, Western Baluchistan and Eastern Baluchistan and its spread over three nexuses that are Afghanistan, Iran and Pakistan. (Umbreen Javaid, 2015) [15]. (In 1992, Gwadar fishing port got completion. In that pace of time the Gwadar deep sea Port scheme started in June 2002 with the helping of China. In the period of two successive years its first phases had completed. (Alamgir, 2011) [19]. Baluchistan has not only vital due to its precious recourses and minerals but it is also important due to the building of Gwadar Port in Arabian Sea. Gwadar Port has the ability to bring unexpected prosperity in the regional affairs of Pakistan as well as China (Ismail, 2014) [7].

**Chabahar port**

Chabahar port is one of the most valuable Iranian Port along the Makran coast. Further it proposals for Iran an easy right of access to the Indian Ocean. In history, it had attended as a marineentry way and the Portugueseand British government had banned Chabahar till 1616. Now a day’s port Chabahar is reasonably new and was stated a town only about 40 years ago after which the developmental steps of port projects were start. During Iran-Iraq war in the 1980s Chabahar port had got its strategic importance, (Sakhuja, 2012) [16]. The sign of the Chabahar Port solid between India, Iran and Afghanistan is truthfully living up to its name, Chabahar which means four springs in Persian (Char-four and Bahar-springs). It has led to gifted of new expect of regional economic and political wealth, wellbeing, peace and greater friendship and cultural growth among the allies. The Chabahar Port in South Eastern Iran would open a gateway (Saleem, 2016) [17].

![Map of Chabahar port](image)

**Map of Chabahar port**

Chabahar is located in Satan and Baluchistan province of Iran preceding the South-Eastern part of the Sea of Oman. Chabahar seaport is located at the distance of 72 kilometers from Pakistan’s Port Gwadar (Baloch*, 2009). Chabahar Port has 10 berths and handle 2.1million ton of cargo in 2015 and 8.5 is expecting in 2016. Port project is rising with the help of India and Afghanistan for the trade, commerce, business, transportation, oil and gas reservation purposes to Central Asian Republics (CARs) and Afghanistan. The accord of the Chabahar Port is in the physically powerful interest of the both countries but later on Afghanistan also take part in this agreement and the two-sided project become trilateral, because it is linked to Central Asian landlocked countries, which have rich in mineral, oil and gas resources (Tanoli, Comparative Analysis of Gwadar and Chabahar: 2016) [14].

**Socioeconomic & Strategic Comparision of Gwadar and Chabahar Port**

Port Gwadar is the deep-sea Port of Pakistan positioned in the Baluchistan province (Pakistan). On the top of Arabian Sea, West of Karachi 460KM away, East of Pakistan’s border with Iran about75 KM and Strait of Hormuz about 400KM, it was under the Government of Omanin 1783. On 8 December 1958Gwadar authoritatively became the part of Pakistan. Gwadar was a small and immature fish harbor with a number of few thousands population. On 1 July 1977 Government of Pakistan declared Gwadar the part of Baluchistan province. In 1993, the Government planned to make Gwadar a major marketable city with a deep-sea Port and to bond it with the other parts of the country through the different ways of buildings of roads and railway networks. On 22nd March, 2002, with the help of field marshal General Pervez Musharraf government had started working on the structure of port Gwadar. The overall budget of Gwadar port schemes had been expected at $2.2 billion. China in vests $12 billion in Gwadar plusin multiple projects, and Port construct inauguration was started in Pakistan’s province Baluchistan at the top of Indian Ocean (Khan ZA, 2013) [9]. The Port of Chabahar isschemehas unmentioned economic importance and strategic implication at present time period. It is placed on the Makran Coast off South East Iran, port Chabahar providing Iran shortest access to the Arabian Sea and Indian Ocean. It is near to India and Karachi than Port Bandar Abbas and other Port in Iran. The growth of the Port at Chabahar would reduce the Burdon force on port Bandar Abbas furthermore possibly responsibilities of carrying transport of Iran, Central Asian states and Afghanistan. According to India planning they want to build a 900 KM railway line track between Iran and Bamyan province of Afghanistan. Furthermore, port Chabahar unlike Bandar Abbas is situated away from the Straits of Hormuz enhances its implication. Where the Straits of Hormuz are close the trade/transportation and market able happenings goes-on at port Chabahar resolve continue unchanged. (John, 2013) [8] The smallest amount dual ways in which port Chabahar can award with entrance to the Central Asian Republics.

1. Port Chabahar-Melak-Zaranj-Delaram-Mazar-e-Sharif-Termez (Uzbekistan)
2. Port Chabahar Mashad Saraks Askabad (Turkmenistan)
3. Chabahar-Bamyan province of Afghanistan

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![Fig 2: Chabahar port way to Indian Ocean sources: AIS Live](image)
In that background, the India External Administrator has empirically pragmatic; “The Iranians have also planned for developing the rail lines which will go from Chabahar not only towards the Afghan border but further to the Turkmen border through Mashhad. All these lift ups the number of very interesting possibilities in terms of the rebuilding at the industrial developments in Afghanistan in which we have a very large stake.”

Thus port Chabahar is tactically situated toward proposal better entrance to Central Asian republics (CAR). (Sakhuja, 2012)

Gwadar Port’s Strategic importance
The tactical location of Port Gwadar is positioned in the province of Pakistan Baluchistan sea cost, 72 lm away from Iranian Port Chabahar and 320 km from Cape al-Had in Oman as well as its near to Strait of Hormuz. About 40% world tankers passes and it’s far away from Karachi about 460km (Anwar Z) [1].

The deep sea Port has great economic and strategic importance for Pakistan and China; want to connect Gwadar through road and rail link network. China has grand plans for Gwadar Port in future, they will strengthen the friendship and involved to try Gwadar Port hooked on an dynamism and conveyance center and want to build an oil pipeline from Gwadar to Chinese province Xinjiang and will provide millions of jobs and create billion if dollars of revenues (Khan, 2013) [9, 10].

Baluchistan is a land of global strategic importance due to the political problem of Baluchistan where the Baloch people are stressed for autonomy independence, good governance, and possibly even independence from Pakistan. There are great impacts of this great effort on the defense and security of not only Baluchistan but also the whole regions. The present Baloch insurgency has high lightened the geo strategic implication of this region to the regional and international players and Baluchistan has got the status of an ordinary
denominator to them. ‘In fact there is no strategy of any of the country opposing for power and authority in the region could be call complete and practical if not it considers Baluchistan in its security and defense strategy. The contradictory attention of the Great Powers in the region-ranging from marginal to middle, come together in Baluchistan, in a means that they subject matter to political pressure of unreliable degree at a variety of points of time and breathing space and liberty. (Umbreen, Javaid, 2015) [3]. China’s overpowering consider very important in the Indian Ocean remains the defense and security of its (SLOCs)/Sea lines of communication crossways the Indian Ocean, mainly the trade and conveyance of energy. The Beijing is enthusiastically awake that its Sea lines of communication in the Indian Ocean remain extremely defenseless to insecurity and pressures from state and non-state actors, particularly from side to side. The 40% of China’s unpollished lubricant ingresses shipment the Strait of Hormuz at the entry way of the Persian Gulf and about 82% of Chinese lubricant ingresses shipment the Malacca Strait in the course of South East Asia. Rendering to Chinese President Hu Jintao this most recent chokepoint represents China’s ‘Malacca Dilemma’. Chinas strategists are disturbed that a possible adversary may be tempt to prohibition Chinese trade through the Malacca Strait or in another place in the Indian Ocean as a bargain break off on the situation of a broader heated discussion. China presently absolutely admits the part of the US in provided that the marine protection and security in the Arabian Sea and Indian Ocean, it takes fairly dissimilar opinion of India tactical ambitions (Brewster, 2014) [3].

Strategic importance of Chabahar Port
To the strategic location of Iran providing a great opportunity to India in many sectors like transit facilities in region, trade, commerce, energy and countries who are concerns to Iran, India and Afghanistan as well as want to establish cordial relations and counter terrorism, and want to boost the regional sector, the energy sector, and trade sectors, all these want to stable it so for that India has policy to maintain friendly relationships with all the major countries in the region and also with Western countries; it can be an important factor in resolving the nuclear crisis between Tehran and the West. Same like that Iran is also one of the main groups of actors in the region and it’s too much important for India strategically (Rizvi M, M, 2015) [18].

Economics aspects of Gwadar Port
The yearly capacity of Gwadar cargo is 300-400 million tons. Gwadar is connected the world as a huge economy figuring $20 trillion. The capacity of Gwadar is much more than Chabahar. (Tanoli, 2016) [14] Pakistan use Gwadar Port forenergy transportation and trade to Afghanistan, China and Central Asian republics. A rail line between Gwadar and Kashghar has been planned by both the countries for future benefits. Gwadar Port construction is the holy symbol for the financial system of Pakistan. Port Gwadar cans how a major character in Pak-China economy. The Chinese curiosity is to develop Kashghar and Gwadar Port as SEZ (special economic zone); Pak-China trade much needed FDI (foreign direct investments) from China as well as energy transit corridor, trade, transportation, infrastructure, economic development and employment opportunities (Khan,2013) [9, 10].

Gwadar Port would develop agricultural output it donates 20.9% to Gross domestic products and financial records 43.5% of employ. The Pakistan Sea trade improved to 36.3% of the Gross Domestic Product and marine spreads stocks 10% to the nationwide revenue of highest 30 frugalities of world. The amount of ampules contract in domain’s Ports greater than before fast speed of 9%. It is said that the scope of naval trade is the scope of nation’s economy. Gwadar port has flow level of asset from $ 26 billion to $ 46 Billion. In 2000, Pakistan’s twelve-monthly trade done through seaports were 42 million tons and nowadays uplifted to 78 million tons in 2015. Gwadar will produce amazing revenue for Pakistan and will create inducements and advantage Pakistan economy in terms of FDI, transit revenue, trade improvement, infrastructural developments, employment opportunities, boost in foreign exchange reserves, new economic, strengthening economy-and-coming new industries and markets and wealthy the obtainable ones (Tanoli, 2016) [14].

Chabahar port economics
India sees both political and economic repayment in developing the Chabahar Sea Port. On the monetary front, the Port will allow India to in a directly line strike into Afghan and Central Asian markets by circumventing the uneven balance of Pakistani land territory. Pakistan has deprived of India overland trading and business rights with Afghanistan through its land territory. (Rizvi B.a, 2015) [20], by restricting the association of Indian goods to Afghanistan. The Afghan-Pak Trade and Transit accord allow Afghan trucks to take cargo loading to Pakistani Ports but the trucks are not allowed to Transport Indian goods via Pakistan to Afghanistan. Therefore, Chabahar’ growth is expected to reduce expenses by almost a third and increase the likely business deal value of trade flanked by India, Afghanistan and Central Asia. (Saleem, 2016) [17]. India and Iran singed MOUE to complete the Chabahar Port. India invests $ 500 on Chabahar Port to get entrée to Iran and landlocked countries and middleEast.85.21million allocated for the structure of a container and multi-use cargo terminal as well as India access to oil and gas preservers of Central Asian states and the state of Iran. Indian manufacturing subdivision donates 24.2% of Gross Domestic Products and energy resources by the particular sector in 35%. India has need Chabahar Port cheaply to govern Iran 1187.3 trillion cubic base tanks and 157.8 billion barrel of lubricant assets,
Chabahar: A heart for Indian trade with Afghanistan and Central Asia

Chabahar, a port in Iran, has been a point of interest for India due to its strategic location and potential for trade and investment. The port is located on the Arabian Sea, close to the border with Pakistan, and is expected to play a significant role in India's efforts to diversify its energy sources and trade routes. The port is being developed with Chinese funding and is expected to connect India to the Central Asian region, providing a new route for trade with China, Pakistan, and other Central Asian countries.

The Indian government has been enthusiastic about the prospects of Chabahar as a hub for trade with Central Asia. However, the project has faced several challenges, including delays in construction, financing issues, and geopolitical concerns. The Indian government has signed several agreements with Iran, including a $5.6 billion deal to build a new terminal at Chabahar port, which is expected to boost trade between the two countries.

The port is also expected to provide a new route for India to import energy from Central Asia. India is dependent on oil imports from the Middle East, and the new route via Chabahar could provide a more secure and diverse source of energy supply. The port is also expected to provide new opportunities for trade with Central Asian countries, including Uzbekistan and Tajikistan.

In conclusion, Chabahar port has the potential to be a game-changer for India's trade and energy security, but it faces several challenges. The Indian government needs to address these challenges to realize the full potential of the port.

References:

Conclusion

Chabahar has significant potential for India, but it faces several challenges. The Indian government needs to address these challenges to realize the full potential of the port.
Afghanistan and India shall exploit the sources and resources of the Arabian Sea and the trade benefits with Central Asian states peacefully.

References