



CPEC: Challenges, Opportunities and Socio-Economic Impact on The Muslim World

Suwaibah Qadri

Assistant Professor Department of Political Science, University of Karachi
suwaibahq@gmail.com

Muhammad Habib

Assistant Professor Department of Social Sciences
Newports Institute of Communication and Economics Karachi, Pakistan
habib3341@gmail.com

Muhammad Salim

Assistant Professor, Department of Political Science University of Turbat, Pakistan
dr.muhammadsalim@uot.edu.pk

Abstract

The China-Pakistan Economic Corridor (CPEC) is a flagship project within China's ambitious Belt and Road Initiative (BRI). It stands as a corridor encompassing road, railway and maritime infrastructure development, primarily aimed at fostering economic growth. This vast network extends its reach across the Asian continent, with Pakistan at its center, while also involving other Muslim-majority nations, including Iran, Afghanistan, Saudi Arabia, UAE, and several Central Asian States. The key promise of CPEC lies in its potential to revitalize the economies of developing countries at large and Muslim-majority nations in particular. The allure of CPEC for participating nations is evident, especially for those facing financial constraints and a dire need for infrastructure development, as it presents a lifeline for economic progress. However, beneath the surface of economic opportunity, there loom socio-economic challenges that warrant careful consideration. These challenges have the potential to impact the relationships between Muslim-majority countries and the Western world, with a specific focus on the Middle Eastern countries. It is within this complex and dynamic context that this research article seeks to provide a comprehensive analysis. The article intends to shed light on two fundamental aspects: firstly, it aims to gauge the willingness of Muslim-majority countries to become integral parts of the CPEC project, evaluating the extent to which they embrace this economic endeavor. Secondly, the research delves into China's role in the region by examining how its economic support and infrastructural development initiatives influence Muslim-majority states. This examination is critical for understanding the opportunities and challenges that the CPEC project presents to the Muslim world and its relationships with the West, especially Middle Eastern nations.

Keywords: CPEC, China, Muslim world, Muslim countries, Economy, Pakistan



Introduction

Economic corridors are regarded as trade treaties or agreements that regulate trade relations between the two or multiple countries as a result of movement of goods and services in a cross-regional manner. The major notion behind clinching economic corridors is the desire of countries to enhance economic cooperation and, at the same time, ensure market connectivity in a trans-regional way (Iqbal, 2018). However, despite the prevalent cases of economic corridors, global states have been deprived of major developments in this area that could have attracted corporate and governmental attention. But this vacuum began filling with the initiative of what is presently reckoned as the ‘China-Pakistan Economic Corridor’ under the aegis of Belt and Road Initiative (BRI) launched in 2013 under the leadership of President Xi Jinping. This economic corridor runs through the Asian continent comprising China and Pakistan in particular, but its connectivity extends to other continents of Europe and Africa, thereby, showcasing a vibrant economic circle of the Asian belt at one end and the economic circle of the European region on the other. It entails countries having a potential of economic development as a result of which the initiative as brought together China, Western Asian, Central Asia, Europe, and the Persian Gulf together (Adnan & Fatima, 2016).

This multifaceted engagement for increasing economic potential at the local, regional and global level has numerous benefits or opportunities for the countries located in the South Asian and the Middle East. The project carries with itself a greater level of economic leverage for developing countries which, though have huge economic potential, are reeling from developing viable economic relations with other states. However, engaging multiple countries centred on this flagship project are also wary of possible economic-cum-security challenges that could be drawn out from the project (Rahman et al., 2017). In this respect, the following articulation is an attempt to analyse the opportunities, challenges and the impact of CPEC on the Muslim World in particular. Though China and Pakistan are the major players that would reap immense benefits through this project, there is an assumption that the Muslim countries connected through BRI partnership would confront unforeseeable economic and socio-political challenges, which would eventually make them a sycophant of CPEC as the major beneficiary of this economic venture (Hussain, 2017). This argument is the crux of this research article.



Problem Statement

CPEC is a mutually beneficial venture that caters to the economic interests and objectives of both Pakistan and China. It is expected that this flagship project would enhance economic and financial cooperation and understanding between different regional actors with a view to ensuring common development of all. While describing the significance of CPEC, President Xi was of the view, “the CPEC is a focal point of joint efforts made by us to attain common development for which we should utilise this corridor to drive practical engagement with a focus on the development of Gwadar Port, infrastructure and energy development and, more importantly, security cooperation” (Ayesha, 2020). Thus, this project will serve as a vital ingredient in realising the potential of improving trade and regional connectivity with the regions like Central Asia and Middle East inhabited by the Muslim nations. As the project comprises of routes, roads and railways, therefore, it would ultimately impact neighbouring countries being connected through this project. Though the layout and planning of the CPEC cover the parts of Pakistan and China, the fruits of its development would also be enjoyed by the people inhabiting nearby regions. There is not denying the fact that CPEC is a potential geo-strategic initiative as well as an economic opportunity for different region, there are a few inevitable socio-political challenges that could adversely affect the strategic countries of the Muslim countries in general, such as Afghanistan, Iran and the Persian Gulf, and Pakistan in particular (Muhammad et al., 2019).

Research Significance

Economic corridors, like the China-Pakistan Economic Corridor (CPEC), are vital for cross-regional trade relations, promoting economic cooperation and market connectivity. CPEC, part of China's Belt and Road Initiative (BRI), spans Asia, Europe, and Africa, uniting nations with economic potential. This research examines the impact of CPEC on the Muslim world, as it brings economic opportunities but also potential challenges. While benefiting China and Pakistan, it could make Muslim countries dependent on it (Iqbal 2018). CPEC is significant for improving trade and regional connectivity, especially in regions inhabited by Muslim nations. However, it also presents socio-political challenges for countries like Afghanistan, Iran, the Persian Gulf nations, and Pakistan.



Literature Review

Influence of CPEC on the Muslim Countries

Around six percent of China's energy is utilised by the Muslim countries to meet their energy demand. It is expected that by the time the CPEC project is completed, almost seventy percent China's energy needs would be met from these countries. Thus, CPEC could be regarded as a connector for trans-regional connectivity at a relatively reduce timeframe and low cost due to the existing sea route used for maritime trade between China and other countries (Cole, 2019).

However, such a sea route carries with it some potential challenges, particularly from the West in case of free navigation in the South China Sea. Thus, the shortening of distance between China and the Muslim countries is followed by foreseeable challenges of falling into the financial boon rendered by this economic project or remain intact in the US pivot.

As far as Pakistan is concerned, it is considered to be having equal stakes of CPEC and has its own rationale of enhancing economic scale through strategic understanding with China. It is doubtless that Pakistan has contended with turbulent crisis, particularly when foreign investment dried up in the wake of terrorist related incidents (Khalid et al., 2021). In the same vein, Pakistan's economy is reliant on the regional security environment of South and Central Asia, which has intermittently remained unstable due to cross-border militancy. Nevertheless, when it comes to the connectivity of CPEC with regional Muslim countries, states like Saudi Arabia, Qatar, Oman, and Iran have shown keen interest in becoming an integral part of the BRI by partaking in CPEC. This expansion of the project from one region to others carries both potential benefits as well as undeniable challenges. Since it becomes evinced that Middle Eastern countries are specifically diversifying their economies by looking for regional partners or trans-regional projects, there are some inevitable economic and socio-political implications for such an economic diversification (Wolf, 2019).

Prospects of CPEC for Pakistan

For a country like Pakistan that has been facing umpteen political and economic challenges, the China-Pakistan Economic Corridor can serve as a precursor to stabilise the country's economy while improving trade relations with its neighbouring countries, which can only be ensured by making the Gwadar city an economic and trade hub for the entire region. Therefore, for a fragile economy like that of Pakistan, this corridor will serve as an elixir to overcome the hurdles of economic disparity. It will massively catalyse the country's lethargic economy by transferring it



from an industrial-based to an agrarian economy, which will also entail transferring logistic goods from China to Pakistan and other emerging markets in Central Asia and the Middle East (Wadood et al., 2018). The seeming concept of a ‘failed state’ would be rejuvenated through this economic project.

Not only the economic predicaments, but CPEC is also a solution to endemic energy crisis for the country. Thus, with a view to fulfilling energy demands, it is mandatory for ensuring consistent social and economic progress for the country. Pakistan’s great economic cooperation with China will help it resolve its energy dilemma. It is estimated that the project will generate as much as 10,000 Megawatts of energy through various energy projects ranging from solar and wind to thermal and nuclear resources (Ayesha, 2020). More importantly, construction of roads, railways, ports and highways is another fundamental vision vis-à-vis the CPEC project, which will improve the overall infrastructural condition of Pakistan by connecting it with other regional countries like Afghanistan, Iran, etc. when trade barriers and economic predicaments swell down, investment would create sound business environment not only for Pakistan or China, for the region as a whole. Besides, a number of medium and small-sized companies would gain massive benefit from this prolonged corridor. It is assumed that project will attract other countries located in the European and Far East regions as a result of which employment and economic growth would be ensured for all (Cole, 2019).

As inferred from several studies, CPEC is at the centre stage for new Pakistan’s economic paradigm which would positively influence regional countries as well as get Pakistan rid of heavy influence from the West both in terms of economic dependence and security. It is also insinuated that this would subsequently normalise Pakistan’s relations with Afghanistan, Iran and the Middle East, especially when all the states would witness economic growth and stability in their respective sectors (Noor, 2022). Thus, it can be deduced that CPEC will not only benefit South Asian countries, but it will also positively impact the countries surround by Central and Western Asia. However, it will not be possible as long as utilisation of resources drawn out from the South Asian region is ensured, which require stable governments in war-ridden countries like Afghanistan. So it could be argued that CPEC will gradually, if not instantly, become a source of trade enhancement for regional as well as far-fetched countries, where Pakistan is regarded to be a leading countries owing to the emergence of Gwadar as a seaport and a gateway for business and trade activities within and outside the region (Ullah, 2020).



Assessing Rising Chinese Influence on the Muslim States

China is the largest trade partner of most of the Muslim countries. Moreover, it is a major natural gas and oil buyer from most of the Middle East countries. These countries are also important partners of China in terms of investment, particularly due to their sizeable financial capital and oil revenues. In this regard, the three components of CPEC: infrastructural development, development of a modern telecommunication and transportation network, and establishing special economic zones (SEZs) across the region, all have implications not for Pakistani only, but also for other Muslim countries (Hussain & Hussain, 2017). It is assumed that CPEC will eventually create a new avenue for the flow of goods and ultimately, people, in both the direction between China and Muslim States, which will subsequently result in a geopolitical and economic interdependence on one another. When China will be able to successfully access the CPEC-related ground and sea transportation particularly via Gwadar Port, its military capabilities will be enhanced in the Arabian Sea, the Indian Ocean, and the Persian Gulf (Graceffo, 2017).

So far, China has maintained a policy of ‘neutrality’ and ‘non-intervention’ on multiple conflicts prevalent in the Middle East region. These involve tensions between Saudi Arabia and Qatar since 2017, proxy war between Saudi Arabia and Iran, and ethnic tensions between Saudi Arabia and Yemen. Rather than having a direct military presence in the region in order to preserve its economic interests, China has yet to enhance its military prowess by exporting arms to most of the Muslim States (Hussain, 2017). As a result, China has showcased itself as a soft economic power. Since China has already expanded transportation networks in West Asia, its ability will significantly be enhanced with regard to power projection in the Middle East region. Thus, once the shipment and transportation of goods becomes materialised through CPEC, Middle East will witness immense economic advantage from the project, which will not be without having economic dependence on China.

Furthermore, China has already development a major petrochemical and oil investment zone near the Gulf region, which will gradually, if not instantly, attract significance investment from Muslim oil exporting countries. Several Arab oil exporting states have already begun investing in this initiative. For instance, in 2020, the Saudi Arabian government announced a 10 billion dollars’ investment in petrochemicals (Noor, 2022). Other economic initiatives are also in line that evinces major Chinese influence on Muslim States in general and the Middle East countries in particular.



In another study, it was inferred that China is playing a greater role in Afghanistan's rehabilitation process and to perturb the resourceful moves from Pakistan, which has been hailed by other regional actors like Iran, Saudi Arabia, Russia and Gulf States. It is assumed that China will be a great beneficiary as CPEC provides it with an alternative to Indian Ocean and entering into the West Asian region. Besides, the Chinese economy is showcasing signs of nosedive in terms of demand of its products across global economic markets. As a result, China appears to be looking for new regional and global partners by making commercial stratagem with them (Nader & Han, 2020). This is being seen as a suspicion by the West that such initiatives are a 'debt-trap' strategy from China to completely make new trade partner economically dependent on it. It is yet to be seen when Chinese proximity to the areas of West Asia and Middle East is increased, how CPEC will serve as an economic boon on these regions.

Impact of CPEC on Regional and Extra-Regional States

In successive years, the mega land and sea project, CPEC, will radically transform the overall geostrategic and geopolitical landscape of the Asian continent and has immense potential to improve the economic outlook of regional actors. It is expected that inhabitants of this particular region will take enormous benefits from this economic corridor as it is boasted of that the capacity of the project is immense that it could bolster economic activities, enhance technical and industrial cooperation, increase trade linkages, generate new economic opportunities, and enhance social and cultural connectivity among people in the region (Ayesha, 2020). Thus, it could be insinuated that the project has a greater economic and regional value by providing with the opportunity to all regional states to integrate the South Asian region. Although there are numerous benefits for establishing regional connection and enhance economic cooperation, to materialise the idea of CPEC into reality has its impact on Muslim countries, particularly existent within Asian part of the world. It is important to mention that since the commencement of the project, the regional implications have already begun showcasing as many Muslim countries see this project as a threat to their interest with critical eyes (Ali, 2022). This can eventually hinder the needful collaboration and peaceful completion of the project.

Impact of CPEC on Iran

During the initial phase of the corridor, CPEC faced massive resistance from the Iranian Government which perceived the project to be in close competition as far as Chabahar Port is concerned, which Iran is working with India to develop its own port. However, in the last couple



of years, Iran has regarded options for partaking in CPEC, the objective aimed at improving regional connectivity through road and railways links and, thereby, expanding the scope of transportation and trade. Pakistan and China both are constructing a liquid natural gas (LNG) terminal at Gwadar alongside 700kms of long pipeline to import gas from China, which will subsequently shape into Iran-Pakistan gas pipeline (Butt & Butt, 2015). For this, Pakistan has a responsibility to link Gwadar with the Iranian border. In this way, Pakistan will become a transit country for this mega gas project leading to China.

However, as articulated by Cole (2019), the present geopolitical realities may constrain benefits for Pakistan from the China-Iran partnership. Iran's foes in the Middle East will not be willing to throw an economic lifeline on the already economically ridden Iran. It is still undecided if Iran is a hindrance or an assistance towards that regional economic goal. Looking at the other way round, however, Iran-China deal may incentivise Pakistan to improve its relations with Iran that have always remained strong. The recent constraint of relations due to Baloch insurgency is one of such hindrance in the way of repairing bilateral relations between the two countries. All in all, the CPEC deal with Iran will result in cheap gas import passage for China, while Iran will get a financial lifeline (Hussain & Hussain, 2017).

On Afghanistan and Central Asian Republics (CARs)

CPEC is of significant importance in geo-strategic sense, at least for landlocked countries like Afghanistan, with the extension of the project towards West Asia, Afghanistan can become a major beneficiary as in future, economic activities will be enhanced which will contribute to the economic development of this war-ridden state. For this, the Pakistani Government has pledged to construct a long Kabul to Peshawar motorway to connect Afghanistan with CPEC. This linkage will integrate this landlocked country with other regions as well as allow it to begin transportation-cum-commercial activities via Indian Ocean (Ullah, 2020). Also, this western alignment will have a supplementary connectivity to link Afghanistan through Chaman, Khuzdar, D.I. Khan, and Zhob. This route will result in the provision of a short and easy access to Afghanistan to reach Gwadar. In the same vein, the eastern route of the corridor, passing through the motorways of Islamabad and Abbottabad, will improve road linkage between Afghanistan and Pakistan. This will subsequently not only encourage more trade but also help reduce traveling time between both the neighbours (Cole, 2019). To infer, trilateral cooperation between Pakistan, China and Afghanistan will benefit all the states. Afghanistan is also in a



desperate need of uplifting its economy and infrastructural development for which access to CPEC will render immense benefits for the state.

As far CARs are concerned, which are centred on Eurasia, present exclusive benefit as a key passage for transportation. Owing to their richness in natural and oil gas resources as well as vital geo-strategic location, all regional actors including China and Pakistan are willing to get close cooperation with these states. For Central Asian Republic States involving Kazakhstan, Turkmenistan, Uzbekistan, and others, are landlocked and are desirous to get access to diversification of energy channel propounded by CPEC project (Qian, 2016). In the economic fields, the project will certainly bring opportunities for CARs by facilitating them with pipeline routes and transit trade. As a result, transportation of goods will be smooth via Gwadar Port by reaching Middle East and European countries. In particular, Tajikistan and Kyrgyzstan attach great important to the transportation route and infrastructure, a paucity if which remains an impediment for fragile cooperation with the international markets; therefore, CPEC will prove to be an alternative for CARs (Wolf, 2019).

On the Gulf Region

Due to closer proximity of Gulf States with Gwadar Port, the former appears to be keener in knowing about the developing potential of CPEC project. Many analysts resemble this small fishing Gwadar town with Dubai and believe that it will become a modern-day Dubai after a few decades. Moreover, it has been acknowledged that the economic corridor will provide a short land route from the Gulf of Oman to the mainland of China as an alternative to long spiral and circular sea route. This will not only save time and also reduce fuel consumption (Nader & Hans, 2020). Fuel consumption is one thing that oil markets particularly those of the Gulf region are contending with, especially after the advent of Covid-19 that resulted in a huge below in terms of a decrease in global demand.

Furthermore, China has become an export giant especially at UAE ports. Thus, by connecting the Gulf region with the Gwadar port, delivery of Chinese goods will be relatively cheaper and within a short span of time. Besides, it has recently been witnessed that the UAE Government is promoting investments in Gwadar economic zone, in addition to Qatar that lost access to Dubai port facilities under and economic blockade (Wadood et al., 2018). On the other hand, when it comes to the interests of Saudi Government, it has already clinched a deal with the Pakistani Government for a \$10 billion petrochemical investment in Gwadar, an indication that the



corridor is a safe economic and transportation project. In this sense, it is likely that other Gulf countries will also follow in the suit of UAE and Saudi Arabia for investment in Gwadar (Hussain, 2017).

However, some state like Saudi Arabia has long-term plans that entail geopolitical implication for the entire region. Each country brings its own national interests and geo-economic targets. Though China can manage its oil import from the Middle East, it can be dragged into complications causes between the Gulf States and Iran. Though China has remarkable relations with Gulf States, China's major influence over Gwadar Port can be reduced as more investors are eyeing on the port. However, on a positive note, Gwadar is being promoted as a trade hub by UAE and other Gulf States, which has already killed a speculation that it will become a base for Chinese naval activities (Muhammad et al., 2019). Also, the positive signs of Saudi investment are being seen as Pakistan is incurring more debts, Saudi Arabia has appeared to help Pakistan manage its debt crisis which has further enhanced credibility of project Gwadar and CPEC as a positive opportunity for foreign investment. Thus, by pitching in to invest in Gwadar, the Gulf region will become a part of China's BRI. With the involvement of UAE and Saudi Arabia in particular, more Muslim countries in general and Arab and Gulf States in particular will likely be involved in the CPEC project (Khalid et al., 2021).

Research Methodology

The aim of this research is to investigate the opportunities and socio-economic impact caused by CPEC on Muslim countries. For this, a secondary qualitative research method (content analysis) was chosen, which proved to be helpful in comparing and contrasting between analyses of different literatures on the related topic. By critically analysing different web sources or databases like published journal articles, university-based research papers, government reports, and scholarly arguments, economic opportunities and foreseeable challenges for the Muslim world carved out from the economic corridor were comprehensively assessed. Also, keeping in view the nature of the research topic, qualitative research strategy appeared to be the most relevant in order to reach a logical conclusion to the study.



Results and Analysis

For the past decade and a half, China has been diligently working towards creating a 'multipolar' world where unilateral sanctions against any nation become increasingly challenging. This effort has been channeled through China's extensive Belt and Road Initiative (BRI), with the China-Pakistan Economic Corridor (CPEC) standing as a significant component. CPEC offers cash-strapped economies a substantial economic opportunity through infrastructure and energy development (Javaid, 2016). Despite Western skepticism regarding this economic corridor, China has succeeded in winning the hearts and minds of numerous Muslim countries, particularly those in the Southern and Western Asian regions. It is estimated that China has invested nearly \$400 billion in various infrastructure projects across the Muslim world (Wolf, 2018). Chinese investors and contractors are actively involved in collaborations with countries such as Iran, UAE, Saudi Arabia, Afghanistan, and Central Asian nations.

The central focus of these engagements is to bridge transportation distances between China and Muslim countries, while also securing strategic assets like ports. China's approach extends beyond trade, encompassing cultural and religious connections, which, when extended from China to South and Central Asia as well as the Middle East, aligns economic strategies of Muslim nations with those of China (Islam et al., 2020). This underscores how the CPEC proposal has strengthened ties between the Muslim world and China. Furthermore, China boasts a deep-rooted history of cultural interaction with Islam, surpassing any other non-Muslim majority country. Western China is home to a range of Islamic economies, granting China a unique advantage in cooperating with Islamic countries and developing economic strategies. With CPEC passing through twenty-seven Muslim States, China's role in economic cooperation cannot be underestimated (Hussain & Khan, 2017).

China's participation in high-level meetings of the Organisation for Islamic Cooperation (OIC) signals a significant step in building a positive partnership between China and Muslim countries. Their collaboration through CPEC has contributed positively to the development landscape of Muslim States, reinforcing principles of multilateralism and global economic cooperation (Javaid, 2016). The strengthening diplomatic and commercial bonds between China and Muslim States are further evident in China's support for addressing 'Islamophobia' and promoting mutual peace across major global civilizations and cultures. In return, Muslim countries have praised



China for its impartial stance on issues like Capitalism, separatism, and terrorism, recognizing China's contribution to global well-being (Rahman et al., 2017).

Discussion

In light of the presented analysis, it's evident that China's relentless pursuit of a 'multipolar' world through initiatives like the Belt and Road Initiative (BRI) has successfully attracted numerous Muslim countries to participate in the China-Pakistan Economic Corridor (CPEC). This engagement offers these nations substantial economic opportunities, primarily through infrastructure and energy development. Despite initial Western skepticism, China has managed to forge strong partnerships in the Southern and Western Asian regions, with significant investments in infrastructure projects (Wolf, 2018). China's approach extends beyond economic interests. It leverages cultural and religious connections, strengthening ties between China and Muslim-majority countries. This alignment of economic strategies not only benefits China but also fosters multilateral cooperation and global economic development (Javaid, 2016).

China's deep-rooted history of cultural interaction with Islam plays a pivotal role in these collaborations, while CPEC's extensive reach across twenty-seven Muslim States further solidifies China's role in economic cooperation (Hussain & Khan, 2017). Notably, China's participation in high-level meetings of the Organisation for Islamic Cooperation (OIC) reflects its commitment to building amicable partnerships. Furthermore, the discussion highlights China's support for addressing 'Islamophobia' and its impartial stance on issues like Capitalism, separatism, and terrorism. Muslim countries have reciprocated this support, recognizing China's contributions to global peace and prosperity (Rahman et al., 2017). In conclusion, the interplay of economic interests, cultural connections, and diplomatic efforts underscores the significance of China's engagement with Muslim countries through CPEC. This collaboration not only brings economic benefits but also contributes to global harmony and mutual understanding. The continued partnership between China and Muslim-majority nations holds substantial potential for collective.

Conclusion

From the above exhaustive discussion, it can be concluded that China's financial commitment to CPEC entails transport capacity and connectivity, which will create opportunities for the Muslim world to capitalise on this massive investment. By connecting western China and the Arabian



Sea via Gwadar Port, Pakistan will become a centre point for linkage among Muslim neighbouring and other regional states. CPEC will not only leverage China's economic prowess, but also expand her strategic and economic relations with both cash-starved and energy-rich Muslim world. It will allow Muslim states to repair their economic conundrums by capitalising on Chinese investment and rejuvenate frail relations among each other. Though there is a raft of criticism and suspicion towards economic corridor, countries like Saudi Arabia, Iran and UAE are willing to make the most of this opportunity. However, only time will tell how the Muslim world is reaping dividends by partaking to this massive economic project.

Recommendations

In light of the above comprehensive discussion, a few recommendations are undermentioned that, if effectively implemented, would ensue better cooperation between China and the Muslim world and, thereby, confrontation of economic challenges they are contending with:

- Strengthen multilateral engagement between China and Muslim-majority countries through platforms like the Organisation for Islamic Cooperation (OIC) to enhance economic cooperation and regional stability.
- Promote cultural and educational exchanges to deepen understanding and strengthen people-to-people ties.
- Continue investing in sustainable infrastructure development projects, encouraging active participation from Muslim-majority countries in initiatives like CPEC and BRI projects.
- Recognize and address security concerns arising from economic collaborations. Establish mechanisms for dialogue and cooperation to mitigate potential security challenges.
- Encourage diversification of economies beyond traditional sectors, exploring opportunities for technology transfer and innovation. - Collaborate in the fight against extremism and terrorism through intelligence sharing, counter-terrorism strategies, and de-radicalization programs.
- Promote responsible environmental practices and sustainability in infrastructure projects, adhering to international environmental standards.
- Advocate for transparency and accountability in economic collaborations to prevent corruption and inefficiency.



- Develop conflict resolution mechanisms to address disputes related to economic partnerships through peaceful negotiation and diplomatic dialogue.
- Maintain open lines of communication and diplomatic engagement between China and Muslim-majority countries for building trust and addressing evolving challenges and opportunities.

These recommendations aim to promote sustainable and mutually beneficial partnerships between China and Muslim-majority nations, fostering economic growth, cultural exchange, and regional stability.

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