

Future Impact on Pakistan Economy in the 21st Century Shifting of Global Power

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***Abstract.** The Wakhan Corridor is surrounded by the concerned region of Mekandar. The access strip is located at the intersection of four countries, the mainland of Afghanistan, Tajikistan, China and Pakistan. The Wakhan Corridor has been the mainly vital intersection point of the Silk Road since its inception. This corridor has long been used by Europeans and Chinese as a trade path to reach the Indian plains and sea lines of communication in the Indian Ocean via the coasts of the Arabian Sea. At the joint of China, Pakistan, Afghanistan and Tajikistan lies a small extend of land in Afghanistan's Badakhshan province known as the Wakhan Corridor. Being a passage of the old Silk Road, this corridor is of great historical value. It still has a lot of room for increase in terms of tourism and regional connectivity. Wakhan region is considered relatively peaceful as there is no law-and-order problem. Construction of the road through Wakhan will improve regional trade and business, especially for Pakistan, Central Asia and Afghanistan. It could provide the fastest trade route for China to access Afghanistan and Pakistan for access to Central Asia. In this context, the research explores the possibilities of revitalizing the Wakhan Corridor through the construction of road infrastructure. This paper highlights the economical importance of the Wakhan Corridor in the light of the emerging regional scenario. Both ISIS and the Pakistani Taliban are essential to disrupt the corridor and create security challenges for development. To benefit from future trade improvements along the Wakhan Corridor, the three countries (Pakistan, China and Tajikistan) should focus on the security and political situation.*

Keywords: Economic significant, Wakhan, Afghanistan, China, Tajikistan, Badakhshan, Silk Road, Pakistan

INTRODUCTION

The Pamir and Panj rivers were used to divide Wakhan into the Russian Empire and Afghanistan on the north side, while the Durand Line agreement established the border between Afghanistan and British India on the south side. The Wakhan Corridor was a political creation of the Great Game that served as an imperial buffer zone between Russia and Britain. It was established through a number of agreements,

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including those between Russia and Britain in 1873 and British India and Afghanistan in 1983. Pakistan, China, and Tajikistan are distributed. In the early 1980s, it played a crucial role in the two superpowers' worldwide battle. Even though political tensions are shifting from one region to another and from one zone to another in the modern era, geographical consequences and strategic considerations remain. The Wakhan region was previously thought to be the most likely path for the Russian Cossacks wanting to make incursions into India, despite a number of drawbacks. In the Indian office in the late 19th century, Rawlinson and numerous other individuals expressed concern that the Pamir region "could form a springboard for an attack on India" and designated the Wakhan and Pamir region as a buffer zone between the spheres of influence of the two competing powers in Central Asia. Even though the two world wars caused significant changes in the political landscape globally, they had little impact on the Wakhan and Pamir regions' strategic importance.

Three major divisions may be found in the Wakhan Corridor: The main Wakhan strip between the Pamir Knot, Qala Panja, and Ishkeshem; the Great Pamir or Big Pamir, also known as Pamir-e-Kalan, is made up of the tallest mountains in the "knot," which were divided from the Tajik Pamirs by the Pamir River's deep valley; the Little Pamir is located in the southern and eastern block of mountains in the "knot," and is determined by the upper valley and upper reaches. The Hindukush, Pamir, and Karakoram Mountain ranges intersect in Wakhan, also known as the Pamir Knot, and the open valley between them is referred to as the "Roof of the World" (Bam-e-Dunya), where the passes are between 5000 and 6500 meters above sea level and where the Kyrgyz nomads live. The Pamirs are a high mountain range in Central Asia that includes sections of Afghanistan, Tajikistan, and China, (Ahmad, 2021). The Wakhan area contains numerous vital roads. To begin with, a road on the right bank of the Oxus River connects Afghanistan to Wakhan for around 160 km, from Sarhad to Zebak. Heavy vehicles use the upgraded route that was constructed under the soviet occupation. The distance from Shi Kharif to Shighnan is around 5 kilometers, and the route is a mule track. Third, routes in the Pamir and Murghab that connect Sarhad-e-Wakhan to Kyzyl Rabat. The fourth route goes from Sarhade- Wakhan to Tashkurgan and Taghdumbash Pamir, where it enters Sinkiang. This road connects Yarkand and

Kashghar in the east with spans the Wakhjir and Mintaka passes with a number of branches and tracks. Fifth, the route connects the Afghan Tongue with the Karakorum Highway, the Pak-China commerce route, and is located in the South East from Sarhad-e-Wakhan to Hunza and Gilgit. Sixth, a route connects Sarhad-e-Wakhan to Gilgit and Chitral in the south. There are several routes between Wakhan and Chitral, (Chroshanbiyev, 2011).

RESEARCH METHODOLOGY

This research will be employing qualitative research method. It will be exploratory, historically and deceptive in nature and analytical by highlighting the Wakhan corridor and its future impact for Pakistan. This research will use both primary and secondary data sources. Documentary analysis of the existing literature and significant texts will be done to assess the geo-economic significance trade routes

RESEARCH PROBLEM

These Researches find out the main roots for the future impact of Pakistan economic by this corridor. Due to this corridor Pakistani goods export different country. As linking the others nation and center Asian states.

Geo-Strategic
Of Corridor

The Wakhan Corridor is unique geographically since it is located at the intersection of four nations: China, Pakistan, Afghanistan, and Tajikistan. The corridor is a constrained area of land in Afghanistan's Badakhshan Province. It borders Pakistan by 300 km in the south, Tajikistan by over

260 km in the northeast and west, and China by 74 km. Afghanistan's Pamir, Hindu Kush, and Karakoram regions include the rough, mountainous Wakhan. Badakhshan Province contains the district of Wakhan. One of the 28 districts in Badakhshan Province in eastern Afghanistan is Wakhan District, (Ashraf, 2017).



Sources: [//www.quora.com/What-is-the-importance-of-the-Wakhan-Corridor-and-who-is-controlling-it-now](https://www.quora.com/What-is-the-importance-of-the-Wakhan-Corridor-and-who-is-controlling-it-now)

Inhabitants of Wakhan

The Wakhan/Pamir region is estimated to have 12000, people living in 1 335 homes. The district shares three international borders: one with Tajikistan to the north, one with Pakistan to the south (particularly Gilgit-Baltistan and Chitral District), and one with the Chinese autonomous region of Xinjiang to the east. Khandud, a village of 1,244 residents, serves as the district's capital. Pamirs and Kyrgyz make up almost all of the district's population, (Geneva, 2013).

Future's Economic Implication

Pakistan is a under developing country in the 21st century, Pakistan is facing economic issue in the regional and international level. In these bed suitions of Pakistan, Islamabad needs to exports his goods in the international market for boost their economic. The Wakhan corridor is vital role to enhance the economics of country. It's easy to connect with center Asian nations and Russian federations. In regulate to underscore the geostrategic and economic weight of this corridor, including the adjacent nations for regional and extra regional major powers, countries that are directly and indirectly

connected to the Wakhan Corridor engage in strategic contact.

Many extra-regional and regional nations joined the Great Game to maximize their gains from the Wakhan Region when the previous U.S.S.R. lost authority there. A source of concern for the U.S. on a regional level is China's growing geo-economic influence over Russia. In an effort to control the region, including its trade connections with the Indian Ocean, the U.S. tried to establish military bases in Afghanistan, but this failed due to its limited economic concerns. When the majority of its armed forces and NATO partners withdraw from Afghanistan in 2014, Chinese commercial interests will fill the power vacuums, which will have an immediate and direct impact on the nations bordering the Wakhan Corridor. Due to its ability to control the Wakhjir Pass and the availability of other routes to the Arabian Sea in nations like Pakistan and Afghanistan, China dominates the Wakhan Corridor. The Wakhan Region's peace and stability will also increase in this scenario, which will further benefit regional geo-economics. China's geopolitical manoeuvring space will be improved by the trade channels of the Wakhan Corridor region. American objectives in Central Asia. As a long-established regional commercial hub, the Wakhan Corridor can still be advantageous for China, Pakistan, Afghanistan, Tajikistan, Turkmenistan, and the United States directly, as well as other neighboring nations indirectly. In addition to its economic benefits, the Wakhan Corridor has the potential to considerably improve the social aspects of inter- and intra-regional cooperation and communication, which can contribute to regional peace and harmony and make the area more conducive to socioeconomic development. In light of the current state of intra- regional trade, the revival of the Wakhan Corridor appears to be increasingly appropriate. The convergence of interests among Iran, Russia, China, Pakistan, and India, along with India's desire to connect with Central Asia, reflects a shift in regional thinking toward pursuing geo-economics as well as geo-politics.

Incorporating Afghanistan into China's Belt and Road Initiative will be made easier by Pakistan's plans to use Gwadar Port as a means of regional connectivity and President Ashraf Ghani's ambition to turn Afghanistan into a regional hub for transit trade. Trade between the countries of Central Asia accounted for 20% of total trade in the area in 1991.

China has become Afghanistan's top exporter as a result of the gradual expansion of trade between Pakistan and Afghanistan since 2001. The development of Afghanistan's natural resources and infrastructure is one way that China is positively influencing the country's economy. In the eastern part of Afghanistan, south of Kabul, China is now investing US\$3.4 billion in the Aynak Copper mining project. This massive copper sale is embarrassing for the US. As part of a 30-year agreement with Afghanistan, China has recently made an investment of US\$4 billion. Afghanistan reportedly holds minerals worth \$1 trillion USD, including copper, iron ore, rare earth elements, aluminum, gold, silver, zinc, mercury, and lithium. According to certain media sources, "US President Donald Trump is eyeing Afghanistan's mineral wealth to help pay for a 16-year war and reconstruction operations that have already cost US \$117 billion.

" Undoubtedly, China signed an oil exploration agreement with Afghanistan, making it possible for the latter to receive US \$ 7 billion over the next 25 years, becoming the first foreign country to do so in decades. Afghanistan's geo-economics needs and China's significant investment in Afghanistan demonstrate both countries' determination to further solidify their connections, particularly in terms of economic cooperation. Numerous Chinese businesses are currently working on various economic and development initiatives in Afghanistan. China is likely to soon be the country investing the most in Afghanistan's abundant energy and mineral resources, (Raja, 2019).

Security Challenges Facing By Pakistan

The economically trades depends upon the security of regions and building roads to traveling for peoples and goods. The security is main conernce for the futures of belt. After the control of Kabul in 2021, the Taliban role is most important as compared to Pakistan and china. Through allowing for a more aggressive military posture and countermeasures against Indian incursions into Gilgit- Baltistan from the Ladakh region, the opening of the Wakhan Corridor will support Pakistan's security and strategic goals. Gilgit-Baltistan, Tajikistan, and Afghanistan are all connected by the territories over the Qala Panja, Mintaka, and Wakhjir Passes. In 1996, China built concrete-base suspension bridges in the valleys of Darel, Yasin, Gupis, Shigar, and Tangir, further strengthening this interconnected connection. The Darel and Tangir bridges also link to the Indus right-bank road as an interchange for protractable supply

lines that are directed at the KKH, one of the most frequently intercepted air targets in the world. Along with these bridges connecting the districts of Diamer and Ghizer with Swat, the vulnerable chokepoints of the Indus Valley and Gilgit Town are also avoided. While Pakistan and Tajikistan are connected by the Gupis and Yasin bridges, which also function as a deterrent to Afghan progress across the Wakhan Corridor into the Ghizer and Hunza districts, Pakistan and Tajikistan are separated by the line of communication, (Senge, 2012).

The Indian factor India is coordinating its regional and global interests with those of the United States in accordance with its stated policy. India sees Chinese ambitions to link Afghanistan through tunneling under the Pamir Mountains and the opening of China's border with that country via the Wakhjir Pass as an outflanking strategy against China and a geo-economics opportunity. India will be at a strategic disadvantage as a result of this flanking man oeuvre since it will allow China to more effectively lead the three countries of Afghanistan, China, and Pakistan. The perception in India is that its archrival will gain greater advantages as a result of this outflanking man oeuvre. India relies entirely on the Iranian Approach to travel to the CARs through Chabahar Port because it lacks access to Afghanistan's market through Pakistan, (Editor, 2013).

The United States of the vast hydrocarbon deposits in Central Asia which are still mostly intact are what give the region its strategic importance. 19.5 million barrels per day, or 51%, of the United States' daily oil requirements are imported. Through 2020, it is predicted that the United States will need to import 25.8 million barrels per day, or 64% of its oil needs. The Persian Gulf and Venezuela currently supply the majority of the oil used in the United States, while the North Sea and the Persian Gulf supply the majority of the oil used in Europe. The Silk Route alternative appears to be out of the question in the foreseeable future due to shared U.S. interests with China. Therefore, using the is the quickest and best option for the United States. Due to its geopolitical location as well as the tranquilly in the region, the Wakhan Corridor, which connects all of these routes, can increase the U.S.'s limited options at least until it is transformed into yet another quagmire by the U.S. The United States has come to the realization that China, Russia, and Europe have begun to gain as participants in the New Great Game, while the U.S. is primarily losing due to its own self-inflicted muck. It is imperative that

the United States recognizes that if it continues to pursue oppressive and exploitative policies, it will lose its influence in South Asia and the Indian Ocean.

As a result, the U.S. needs a friendly Afghanistan, but it must also recognize that in a world that is becoming smaller and smaller, it cannot remain a U.S.-friendly Afghanistan alone. As a result, it must adopt policies that encourage cooperation, (George, 2004).

China's interest as a major economic force, China, and Pakistan, which is strategically situated at the junction of all routes leading to the Caspian Sea and is a neighbor of the Wakhan Corridor, have certain ramifications. Physically connected to the strategic Wakhan Corridor, China and Pakistan must quickly take advantage of its value for their interests by connecting the corridor with eastern Afghanistan through the northern highlands of Pakistan; most ideally along the Chitral River by building and improving the current route from Chitral to Jalalabad in Afghanistan. As a result, linking China with Afghanistan through Chitral by a 250-km-long route should start from Broghal Pass and should be followed until it reaches Jalalabad in Afghanistan. For Pakistan and China, this suggested path will act as a detour from the Silk Road. The geo-economics importance of China in the Caspian and Indian Ocean regions, which will be sensible for a stable international system. India is worried by China opening up the Wakhjir Pass because it sees it as an outflanking strategy to isolate it. As a result, India will work to advance and utilize routes through Iran in an effort to balance out Pakistan's and China's interests. After the United States leaves Afghanistan, the Chinese economy will step in to fill the power vacuum, which will make Indian geo-economics worries worse. The security is concern India is actor to play its role in the in these region because India is investment in Afghanistan is different project. India is threats for Pakistan and china both.

The Taliban forces demolishing a pillar with Pakistani a sign pillars with the words Pakistan 2021, was the talk of Afghani social media on July 27. The Wakhan district of Badakhshan, which is close to the Chinese border, is where this incident allegedly occurred close to the Pakistan-Afghanistan border. Early reports claimed that the Pakistani army had taken about 400 metres of ground inside Afghanistan, including a small river; the Taliban government however refuted this claim (Pandey,2021).

The Wakhan corridor is the main roots for the future of Pakistan for trade and business for center Asian states. The Wakhan corridor is also called second China-Pakistan economic corridor (CPEC) for Pakistan, China, Afghanistan and Center Asian Countries in futures. The corridor is easier, faster and cheaper for all countries. The main concern all countries to focus on the security issue. After all countries understanding and peace full agreement focus on the second option to constriction of Road to travel all nations.

Global Shifting Power:

In the 21st century the global power is shifting toward west to east. The Chinese economical growing power is threaten to the power of united sates of America, the developing nations banding towards the Chinese marketing in the regional and international level. The Chinese future plan to build the BRI especially china-Pakistan economic corridor (CPEC) which is helping to built the economics of china. The international market of Chinese is boost up due to the huge mage project which is under process. The China using modern technology to boost the agricultural system and increasing the goods through this project, the growing of economical power in the world it's so dangerous of the US and its ally in the international politics.

Discussion and Results

The important project will be fruit full for Pakistan's economic in enhance and growth the country economic system , Pakistan exports local ready made goods to the Chain, Afghanistan , Center Asian Countries and Russia, after complete the project Pakistan easy and faster import oil and gas from Russia and center Asian countries. Through Russian geography Pakistan trades with the, Finland, Sweden, Norway, Ukraine, Rome, North Korean, Mongolia and Poland.

China and Afghanistan also vital role to enhance their trades from these all countries, this project will be possible conscious of all linking Nations which work together and unity, the Security and rebuild of modern Roads and other transports system. The corridor will enhance the economics of Pakistan due to easy faster and cheaper to trade with countries and also imports for oil and gas to CAS and Russia.

Conclusion :

A new-fangled chapter of social, cultural, and economic development for the intact region will begin as a result of this route, which will also strengthen people-to-people ties and economic and social ties between China, Afghanistan, and Pakistan. This will strengthen the strategic ties between the three nations and lead to regional economic growth and religious harmony. By freeing Pakistan from the burden of domestic and external debt, which will reduce its restrictions and give it the ability to pursue its foreign policy in a suitable manner, the suggested trade route will enhance Pakistan's economic conditions and ultimately lead to its sovereignty. Pakistan's northern highlands and central plains would be connected, enabling prompt exploration and use of the country's natural riches, including uranium, which is attractive to all powers. In order to take advantage of opportunities as they arise, Pakistan must work to open all of its Hindu Kush passes south of the Wakhan Corridor, including the Chili Pass at 5,553 meters, Khan Khun Pass at 4,985 meters, Broghal Pass at 3,801 meters, darwaz Pass at 3,893 meters, and Karambar Pass at 4,358 meters, and should connect the western one with China for regional development. Chinese concerns about religious extremism spreading to China's Xingjian Autonomous Region from Pakistan's Federally Administered Tribal Areas and neighboring regions of Afghanistan will be eased by the social and economic growth of these areas. Construction and improvement of the proposed road from Wakhan to Afghanistan through Chitral and its connection with the Karakoram Highway near Gilgit will have wise consequences on the development of the Gwadar Port Project and associated infrastructure, which China will use to enhance its trading capabilities. China will benefit strategically from connecting Gwadar Port to the Wakhan Corridor via the Karakoram Highway; thus, it needs to move swiftly and sensibly to share the benefits with Pakistan. Afghanistan's geostrategic position at the region's crossroads is important since it makes it one of the quickest commercial routes between China, the Middle East, and Central and South Asia, as well as offering access to the Arabian Sea. Afghanistan has the potential to develop into a key hub for connectivity and to become a BRI hub. Nasir Ahmad Andisha, Deputy Minister for Management and Resources at the Ministry of Foreign Affairs, asserts that "regional interconnection is the primary pillar of our [Afghanistan's] foreign policy to develop and politically stabilize.

CPEC's expansion into Afghanistan may also be beneficial in terms of reducing the number of nationalist and religious parties that rebel on the Afghanistan-Pakistan border, which would facilitate the nation's transition to a prosperous one. Last but not least, in the event that the military presence led by the United States completely withdraws, China may attempt to subsume Afghanistan inside its economic and political sphere of influence, including the Belt and Road Initiative.

While China has the capacity to mediate for peace talks between the Taliban, Afghanistan, and Pakistan, becoming a significant player in the region, expanding its BRI activities will not only secure economic gains for China and the BRI partners but will also help the region as a whole. For Afghanistan, China, and Pakistan, the Wakhan Corridor is extremely important in terms of geopolitics. For regional and international participants in Afghanistan, mainly India and the US, the establishment of this corridor will have major consequences. Most nations today, including the United States, would welcome the establishment of this passage through Wakhjir Pass. But as it did with CPEC, India might express its worries now. Pakistan has a few consequences because of its location at the intersection of the Caspian Sea, the oil-rich Strait of Hormuz, and the energy-rich Central Asian States. These implications must be handled pragmatically in order to serve the interests of the regional powers. In order to profit most Pakistan needs to keep up its promise to expand relations with China, Afghanistan, and Tajikistan. The study has talked on the geo-strategic importance of exploiting the Wakhan Corridor for regional connectivity, suggesting that establishing this route will foster peace, stability, and economic growth in the area. Being a part of this corridor will also help Pakistan strengthen its diplomatic and economic ties.

The Wakhan corridor divides Tajikistan from Kashmir, which is occupied by Pakistan. There are no land-based commercial routes connecting Central Asia and India. They will cross through Afghanistan if they ever exist, and India's access to them will depend on its relations with both Pakistan and Afghanistan. With the CARs, Pakistan has no shared border. Tajikistan is the nation that is closest to Pakistan; yet, only the Wakhan Corridor, a narrow sliver of land that stretches for only 45 km, separates the two. The main routes between Pakistan and Central Asia pass through Afghanistan, and among various routes, the one that connects Pakistan with Tajikistan is the shortest; it runs

from Chitral through the Wakhan corridor into Tajikistan. The necessity of establishing a road link between the two nations over the Wakhan corridor has prompted Pakistan to contact Center Asian nations, particularly Tajikistan. Between Afghanistan's Wakhan Corridor and Pakistan's Ishhamun valley, this 35.45 km road would be constructed. Currently, both its eastern and southern neighbors place a high value on the Wakhan region. Greater geopolitical and geostrategic interests in the Wakhan region are shared by Pakistan and China.

Conflict between China and India over the definition of their shared boundary in the Taghdumbash Pamir and Karakoram Belt, which includes the Shahidullah sector and is closely connected to Sokhta Rabat and Wakhan, has resulted in Aksai-Chin. The Russian and Indian designs in the area resemble one another, and both countries have similar opinions towards Pakistan and China.

Due to its severe lack of energy resources and ongoing economic problems, Pakistan stands to gain from bilateral commerce with the CARs. Pakistan can also help other nations gain access to the CARs by opening this territory to them. Some businesses are considering a 700 km potential electricity transmission network between Pakistan and Tajikistan using only the 30 km Wakhan corridor to address the country's electricity shortage issue. Despite the unpredictability of Afghanistan's internal circumstances, actively using alternate routes In future, the Wakhan corridor allowed Pakistan to extend its commercial channels to the Center Asian nations. Given its geographic position, Pakistan is seen as important by major international powers since it can offer the CARs the shortest transit road route and maritime facilities through the Wakhan corridor, a short sliver of land separating Chitral from Tajikistan to the north. The Wakhan corridor is anticipated to be the most crucial area for international trade.

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