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## CHINA-PAKISTAN ECONOMIC CORRIDOR (CPEC'S) SOCIO-ECONOMIC IMPACTS ON PAKISTAN

Saddam Hussain<sup>1</sup>, Ali Sohail<sup>2</sup>, Chunjiao Yu<sup>1,3</sup>, Sadaf Manzoor<sup>4</sup>, Ayesha Zahid<sup>5</sup>

<sup>1</sup>Department of International Economics & Trade, Business School,  
Hubei University, Wuhan, 430062, P.R. China

<sup>2</sup>School of Public Policy and Administration, Xi'an Jiaotong University,  
Xi'an, 710119, Shaanxi, China

<sup>1,3</sup>Open Economy Research Centre, Business School, Hubei University,  
Wuhan, 430062, P.R. China

<sup>4</sup>School of Leadership, Riphah International University,  
Islamabad, 44000, Pakistan

<sup>5</sup>School of Journalism and Mass Communication, Shaanxi Normal University,  
Xian 710119, Shaanxi, PR China

Corresponding Author: Ali Sohail

Corresponding Author Email: [alisohail2017@yandex.com](mailto:alisohail2017@yandex.com)

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### ABSTRACT

CPEC being a mega project of the recent era not only in South Asia but throughout the world. CPEC is going to take place between Pakistan and China by bringing enormous economic betterment and lifestyle changes for the people living in Pakistan. Both countries, China and Pakistan are agreed to build one road one belt which is commonly known as China Pakistan Economic Corridor (CPEC) with the intentions to bring peace and prosperity as well as to enhance business activities by promoting trade with each other and with rest of the world, which will directly affect on economic growth. Being a mega economic project for both countries it will bring prosperity and economic stability. It will enhance Pakistan's infrastructure (road, railway and telecommunication), overcome energy crises, develop trade, modernize and develop agriculture and manufacturing industry and mutual connectivity between people of both countries which is a very important factor for trade. China being the strongest economy of the present day will support the new economically arising country (Pakistan). China will pull Pakistan from the crises by applying modern technology and high financial support, which every country faces during the difficult time of raising its economy. This study helps to overlook and analyze the benefits of CPEC for the people of Pakistan.

**Keywords:** China Pakistan Economic Corridor, One Belt One Road, Gwadar, Socio-Economic Development

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## INTRODUCTION

As we all know that in the 21<sup>st</sup> century the world has brought enormous changes in almost every field of life i.e. telecommunication, agriculture, technology and even business. The world has become a global village because of the internet and telecommunication. Similarly, demands for every country and area are diagnosed by every country and the business personnel are searching for their relative demands so that to provide them with the needed things and to make money with this beneficial way. So, countries have seen the establishment of the regional and global strategic environment around the world. This strategic environment pushes forward geo-economical and geostrategic partnership among countries across the world. There are always two important parameters; one is state interests and the other is national security. For that states defines its interests and reshapes its policies because they know that separately they cannot achieve their interests. To give a practical shape to such plans, high-level talks and diplomatic consultation is required in advance to ever-grow cooperation among multi-faceted fields such as trade, business, commerce, development projects, defense and economy-related area (Gul, Noor, Shah, Ikram, & Malkani, 2005).

China being the largest country of the world by population and also the fastest growing economy of the world has now arisen and has started to play a major role in the economy of not only in Asian countries but throughout the world. China has become an active participant in the world of business and has succumbed to the multilateral charms of multilateral diplomacy which it had been considered to ignore in early times. China has rapidly spread its business throughout the world and has started trade with almost every country in the world. Another reason behind these strategic steps is caused by the rising of the high demand for energy (Belokrenitsky, 2007).

Hu Jintao, who became the president of China in 2003, explained his country's "good neighbour policy" as a new strategy for peaceful development which China sought to promote interdependent, rather than the competitive relationship with neighbour countries and rest of the world (Suisheng, 2010). Following this strategy, China took keen interest to turn its nearby region to a regional trade hub. China and Pakistan have good relation since 1951 (Kataria & Naveed, 2014). Both the countries had some good ties with each other and China has always played a key role in making Pakistan's foreign policy so that in 1971 Pakistan played a key role in Nixon's visit to Beijing (Aijazuddin, 2000).

Pakistan has gotten immense importance not only in the region but also throughout the whole world because of the support from China in almost every walk of life. On every bad day, China has stand shoulder to shoulder with Pakistan and consider Pakistan as its brother country. In the near past, Pakistan and China made efforts to revive the well-known world's oldest trade route known as Silk Road which will help to link Kashghar (China) with Gwadar (Pakistan), by providing a route to China to link with rest of the countries (S. A. Khan, 2013). This corridor will increase Pakistan's strategic importance in the neighbourhood. The opportunity for China to build a Naval Base on the port of Gwadar will also help in increasing influence of China in the region which will work as counter US influence on the Asia-Pacific region which is a threat

for Asian countries. Some News like Canadian Broadcasting Corporation (CBC) also quoted and argued about the partnership between Pakistan and China in CPEC project. According to them the huge investment from China and increasing economic engagements with Pakistan is a struggle to counter the US influence in the pacific region (Catanza, Qi, Jia, & Shan, 2015).

### **One Belt One Road's Concept**

One Belt One Road (OBOR) is an ambitious economic development and commercial project from the brainchild of Chinese President Xi Jinping, for the purpose to improve mutual connection and cooperation among the countries across the continents of Africa, Asia and Europe to improve trade and make access to all the countries possibly economical and easy (Clarke, Small, & Keough, 2017). The concept of "One Built One Road" has immense strategic importance internationally (M. H. U. Khan, Khalid, & Shah). This route covers the population of regions and countries which is 4.4 billion and an economic volume of totally US\$21 trillion, which is 63 percent and 29 percent of the World's total respectively (Johnson, 2016). The purpose of this corridor is a mutual relationship, improve economic growth, access to faraway countries with ease and economical way, to invest in transportation and mining and energy projects, enhancement and diversification of trade, lying regional cooperation's foundation, to improve and create political flexibility. The One Belt One Road concept is a World-changing vision which will bring prosperity, mutual understanding and relationship, political and economic awareness, technological and economical changes in the region for the betterment of the society and for the people of the time and the generations upcoming, to bring them much more closely together to a new infrastructure and a new trade free zone (Devonshire-Ellis, 2015). This concept will help to inter-connect Asia, Africa, Middle East countries and Europe through a patchwork of free trade zone, new economic infrastructure and political diplomacy. The project of "One Belt One Road" consists of three routes, southern, central and northern route (Aoyama, 2016).

1. Southern Corridor: This corridor starts from the third largest city of China in south-central China that is Guangzhou. This route moves toward the western parts of China and connects Kashgar with Pakistan at Kunjarab, from where China can link with Gawadar port in the Arabian Sea, which is the shortest and the most feasible way for China to make access to Gawadar port for international trade with rest of the world (Ran & Mufti, 2015).
2. Central corridor: This is a second option for China to reach the international market for trade. One of this corridor's branch leads to Europe. This is a longer route as compared to the southern route but feasible in that case if Pakistan failed to complete and deliver the timeline of the road network on time to become a beneficiary from the Silk Road Economic Belt. This corridor starts from Shanghai and links China with Tashkent, Tehran and onward the port of Iran on the Persian Gulf, that is Bandar Imam-e-Khomeini.
3. Northern corridor: The third option for China to link with Europe is the Northern corridor which starts from Beijing. This route crosses through Russia and links China to European cities.

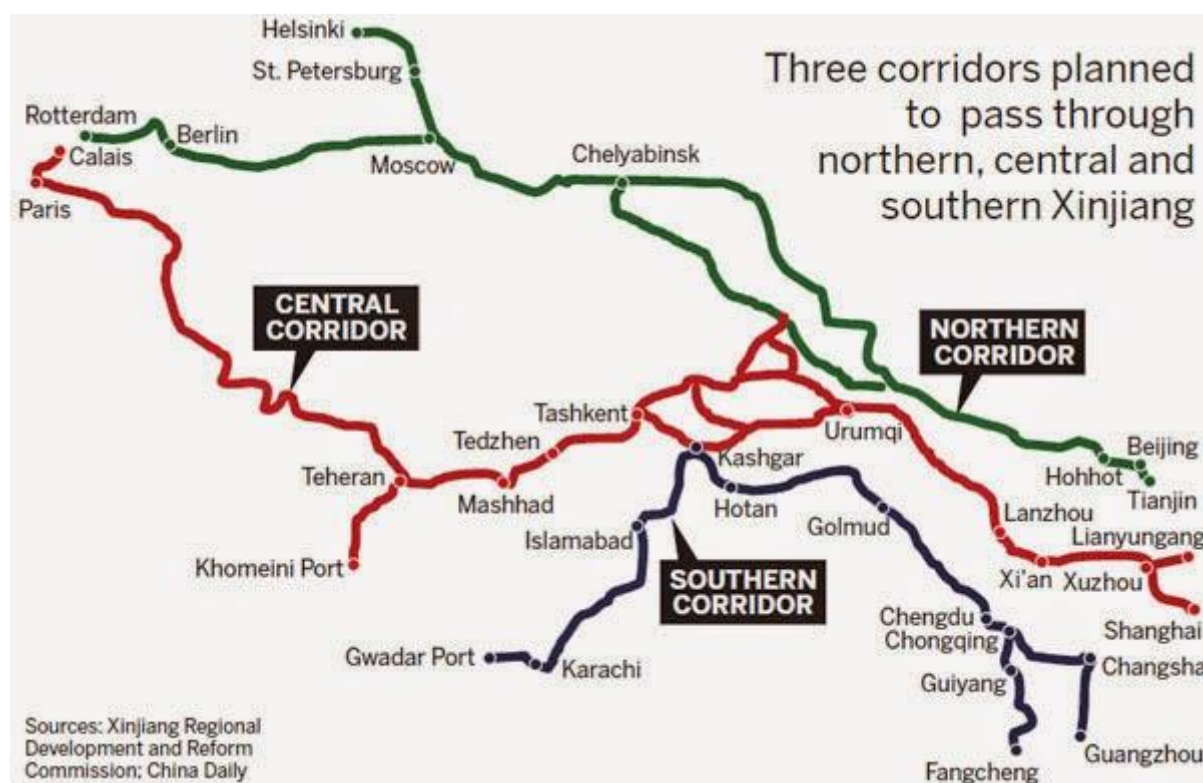


Figure 1: Three corridor plan of (OBOR)  
Source: China Daily, June 28<sup>TH</sup> 2014 [14]

### China Pakistan Economic Corridor (CPEC)

As we know that for the attraction of an economically globalized world, it is necessary to integrate infrastructure and make it according to the modern standards (Lakshmanan, 1989). To facilitate traders and meet the demand of trade, the country should develop transportation such as railways, roads, ports and also energy sectors needed to be updated as well as developed.

Recognizing the fact to meet the demand for an economically globalized world, integration of infrastructure plays the role of enormous importance, In 2003 China re-structured the Silk Road and rephrased as ‘‘One Belt - One Road’ initiative that is the economic corridor along with Silk Road and Maritime Silk Road (Mahar, 2015).

Pakistan, for its geographic importance, plays a vital role in linking China with Central Asia, Southern Asian and Middle East countries (Roy, 2006). Apart from this, the most important thing is the Port of Gawadar which offers the direct link for China with Indian-Ocean (H. Y. Malik, 2012). That’s why Pakistan is a significant partner for China and both the countries are working together by enhancing their mutual coordination and strategic communication to safeguard and achieve the desired interests. CPEC is a new model for both countries, Pakistan and China will protect the countries from all challenges, backdrops of complex, and all regional and international changing situations.

Pakistan and China are very close friends and have a good and strong trade relationship since long. Both countries have strong bilateral economic relationships. China has gradually emerged as Pakistan’s major business partner in both imports and exports trade. The bilateral trade and commercial link between both the countries was established in 1963 when both the countries signed the agreement of long term trade with each other (Javaid & Jahangir, 2015).

On November 24, 2006, Free Trade Agreement (FTA) was signed between Pakistan and China, which was implemented from July 1<sup>st</sup>, 2007. Later on February 21<sup>st</sup>, 2009 both signed the Free Trade Agreement (FTA) on Trade in Service which became active on October 10<sup>th</sup>, in the same year of 2009 (Sial, 2014).

CPEC being a megaproject is still under construction but can be hoped that it will help in achieving economic and political strength between Pakistan and China. Apart from this it will bring prosperity and development in the trade sector and will help in the developing regional stability of Asia as well (S. Ahmad & Malik, 2017).

After completion, it is expected that it will work as a gateway between China and Africa and the Middle-East countries (Kousar, Rehman, Zafar, Ali, & Nasir, 2018). This corridor will shorten the route for China to import oil from Middle-East approximately 12000/km which the Middle East now takes to supply oil to Chinese ports (Kousar et al., 2018). This corridor will bring all countries in a close relationship with each other by shortening the long-distance routes which are nowadays followed. So, the carriage charges and time consumption will be reduced which will finally make trade fast and economical which will be of great benefit for both importers and exporters.

### **History of China Pakistan Economic Corridor**

The vision of this mega project of CPEC can be traced back to the era of Pakistan president Musharraf (Boni, 2016). This idea was suspended for many years and then finally applied in 2013 when Chinese premier Li Keqiang visited Pakistan. He emphasized to start construction on this project and after that, a practical shape was given to this idea of a megaproject known as CPEC. In the year 2013 Pakistan's Prime Minister Nawaz Sharif also visited Beijing and signed eight agreements with China including a 200 km tunnels for CPEC which collectively cost approximately 18 billion U.S dollars. After that in the year of 2014, Pakistan's President Mamnoon Hussain also visited China to discuss plans about the corridors. In the same year 19 other agreements were signed with China by Prime Minister Nawaz Sharif when he again visited China but this time the amount released by Chinese banks and companies released a huge amount of 45.6 billion U.S dollars for the infrastructure and energy project along with the economic corridor (Ishaque, 2016). These agreements proved a deeply strategic, economic and strong political relation between Pakistan and China.

In 2015, when Chinese president Xi Jin Ping visited Pakistan after the postponement of his visit in 2014 because of Pakistan's political unstable situation, 51 agreements of worth \$46 billion were signed between Pakistan and China (Rizvi, 2014). This was the second time for any Chinese leader to visit Pakistan in the 21<sup>st</sup> century after the visit of Hu Jintao in 2006 (Kataria & Naveed, 2014). The agreements signed with Pakistan by Xi Jin Ping also included the projects of developing infrastructure and energy crises in Pakistan along the Corridor. This was the ever-huge investment Pakistan made with any other country of the World since it came into being. And it was expected to be a game-changer for Pakistan and China as well. It means that this huge investment of China will bring prosperity in future for Pakistan as well as for Chinese business and trade as well.

### **METHODOLOGY**

The whole study and explanation in this paper are based on descriptive research methodology. That is why the supposed to research methodology is illustrative evaluation of already presented literature on the socio-economic gains from the blessed project of CPEC for Pakistan. The facts

and figures (data) have been collected through the official website of CPEC, kinds of literatures, research articles different magazines about CPEC and its benefits for Pakistan, columns in newspapers, different views and comments about CPEC from different people of different regions and economists' reports about CPEC's benefits for Pakistan.

### **INFRASTRUCTURE AND BENEFITS OF CPEC**

CPEC is an integrated linkage of China's One Belt One Road initiative and an extension of China's 21<sup>st</sup> century Silk Road project (Siddiqui, 2019) which links all the roots with Gawadar port in Pakistan. The construction period proposed for CPEC is from 2014 to 2030 (M. Ali, 2018). The whole period is divided into three phases.

1. Short-term; Short term projects were proposed to be completed in 2017.
2. Mid-term; these projects are expected to be completed in 2025.
3. Long-term; this phase contains mega projects which will take longer to be completed, which is expected to be completed in 2030 (Jawad, 2013).

It is a network of Railways, Highways and pipeline for the transportation of gas and oil. Initially, the cost expected and the agreement signed was worth \$46 billion (Ahmar, 2014). In the 1<sup>st</sup> phase development at Gawadar was comprised, which contained the development of Gawadar port and construction of an airport at Gawadar of international standards. But due to some unfavourable situations, the plans were delayed. The breaking ceremony of new Gawadar international airport was held in 2019 and is expected to be completed in 2022 (Fazl-e-Haider, 2009). The Karakorum highway which will connect Pakistan's provinces KPK, Punjab and Gilgit-Baltistan with China at kashghar was to be widened. The earth breaking ceremony was held for that on April 28, 2016. The period in which it is to be completed was 42 months. The railway from Karachi to Peshawar to be upgraded was also a part of this mega project which is expected to be completed in 2022. The fiber-Optic communication link is also one of the important interests of both countries (Hilali). The 820km long Optical Fiber Cable (OFC) project was completed in a record time of two years on July 13, 2018.

Pakistan's strategic position's role in South Asia is of utmost significance. After completion of the CPEC project, Pakistan's economic, social, commercial as well as its' geostrategic position will be highly improved. Problems of poverty, unemployment, health, education, inequalities of underdeveloped areas, non-developed areas, agricultural problems and energy crises will be gotten the better off to some great extent. During a meeting with Chinese President Xi Jing Ping, President of Pakistan Mamnoon Hussain said that CPEC will play a role of Game-changer by generating a massive trade and economic activity in the region. He further explained that it will open a new panorama of prosperity and development not only for the people of just two countries i.e. Pakistan and China but also a sign of progress and prosperity for 3 billion people of the region (B. S. Syed, 2013).

The major projects and their benefits for Pakistan under the CPEC plan are as following;

- Gwadar Port
- Road and Railways
- Power Energy
- Agriculture
- Employment
- Peace and prosperity

- Economic growth

### **Gwadar port**

Gwadar, on the shore of Arabian Sea, due to its prime location as a gateway to the China Pakistan Economic Corridor was once a little-known a small village known for fishing is now emerging as a global port city (G. Kanwal, 2018).

Gwadar can be considered as a tail of Silk belt. Through different communication links, it will connect Kashghar. Being holding a central position in the project of CPEC to see the anticipated corridor as an energy corridor is impossible without making Gwadar fully functional is one of the major reason behind the construction of CPEC (Zaheer, 2006). As Nawaz Sharif (Prime Minister of Pakistan) inaugurated it in 2016. It was formally opened and then the first convoy was seen off by the then Pakistan Army General Raheel Sharif. Pakistan made operational the port for the 1st time on 14th of January 2020 for Afghan transit trade ([https://en.wikipedia.org/wiki/Gwadar\\_Port](https://en.wikipedia.org/wiki/Gwadar_Port)).

A huge investment from China which is estimated \$4.5 Billion, Gwadar is experiencing rapid growth and fast-paced transformational development. As Gwadar links China with central and south Asian market, so much more growth and development are expected to come in future. The port is located at the cross junction of international sea shipping and oil trade routes are of a great strategic and economic significance for Pakistan. Furthermore, it is located near the Strait of Hormuze, which is the third largest oil trade of the world and also being a shorter way as compared to the current route of Persia gulf through the Strait of Malacca to China's eastern port which is 12,900 km long route, it can play a very important role by ensuring China's energy security (Chowdhury, 2013). Gwadar has the potentials and ability to serve as a secure outlet, storage the goods and a trans-shipment hub for the Middle East and Central Asian oil and Gas suppliers through a safe, short and well-defined route through Pakistan (R. Syed, 2013). Therefore, this port can be considered as a trade hub for Pakistan. Because of its strategic position, it helps all countries to interconnect with each other through an easy, safe, well-defined and more economical route (being the shortest route). Gwadar is expected to become a more popular and engaged business hub which in terms of business and trade is a good sign for Pakistan. By 2023, 500,000 professionals are expected to flow into Gwadar. It is hoped that in near future Gwadar can become like new Dubai and Shenzhen. Gwadar being a back-bone for the CPEC can help Pakistan prosperous and wealthy in coming years (Khursheed, Haider, Mustafa, & Akhtar, 2019).

### **Benefits of Gwadar for people of Pakistan**

Gwadar, being a part gigantic project and the most valuable business and trade step taken by Pakistan with collaboration with China (CPEC) is located in the poorest and slow developing province of Pakistan which is known as Baluchistan. Therefore, it is expected to bring some enormous changes for the betterment of the people of the territory and overall Pakistan. Gwadar will play an important role in the hen laying golden eggs for the people of Baluchistan (Anwar, 2010).

Baluchistan's people are living in the abject misery of poverty, high unemployment, low literacy rate and also Health problems with a high mortality rate (Green, Ali, Naeem, & Ross, 2000). Apart from these problems the province had reached to the highest water scarcity rate so that animals and human were drinking the same water (Anwar, 2010), (Appell, Baluch, & Hussain, 2003). There are no satisfactory health care centres or standard educational institutions

or other such facilities of survival and the human development index of the province is decreasing day by day. People of Baluchistan still burn the wood sticks to light up the fire for cooking purpose on an open fire although Dirabughti producing of Baluchistan is the overall exporter of natural gas in Pakistan. The province is also facing the problems of development since Pakistan came into being. A wide area of the province is still in jeopardy, in terms of infrastructure and development (Khawaja & Xinhai, 2013).

The province is still struggling for the achievement of its' basic needs of life like clean drinking water, health, basic education, power energy and employment. So, by the development of Gwadar, almost all of these problems will get solved or at least they could be able to get control over these problems.

1. Employment: As unemployment is the main issue and one of the most serious problems for the people of Baluchistan (M. Ahmed & Baloch, 2017) which gives further birth to other problems like terrorism, kidnapping, robbery and killing for money to earn something to eat as belly do not know the word "compromise". Every year-round about 25000 students are graduated in Baluchistan but only up to 2000 can get a job and the rest of them remain unemployed which increases the unemployment ratio of the province. This mega project is expected to bring some enormous changes in the unemployment rate of the province by providing job opportunities for the people of Baluchistan. Gwadar will be a huge trade hub and being a trade hub it can keep many more people engaged in loading, unloading, shifting and packing and unpacking of different good imported and to be exported and also by buying and selling of goods (Yousaf, 2012).

2. Education: the most important and basic need of the day is Education. No development and prosperity can be even imagined without a quality education (Ozturk, 2008). In underdeveloped societies, the major cause of all problems is the high illiteracy rate. Same is the case with Baluchistan. Its' literacy rate is very low (41%) as compared to other provinces of Pakistan i.e. Punjab (62%) Sindh (55%) and KPK (52%) (A. Rehman, Jingdong, & Hussain, 2015). There are more than 12500 schools but unfortunately, 7000 schools have no proper management of classrooms, teachers and other infrastructure. Around 2.3 million boys and girls are out of schools and 1.1 million children only get primary education. Furthermore, their parents cannot afford to send their children to school for further higher education. Because the parents do not have any source of income to afford the expenses so put their children on work too which help them to earn something to eat at least. It can be expected from CPEC's part i.e. Gwadar that it will provide some good job opportunities for the people of Baluchistan and they will become able to earn and to afford the basic expenses of education for their children and this war the literacy rate is expected to rise. President of Pakistan Mamnoon Hussain also addressed people of Baluchistan that this mega project of CPEC the game-changer project for Pakistan and China and the development of Gwadar can bring some enormous changes in the area for the betterment of Baluchistan's people but it requires some quality education for it (<https://www.geo.tv/latest/184773-balochistan-will-benefit-most-from-cpec-president-mamnoon>).

Addressing on the 2<sup>nd</sup> parent's day of Cadet College Ormara (CCO), President Mamnoon Hussain recapitulate government resolve to strengthen the educational infrastructure of Baluchistan (<https://dunyanews.tv/en/Pakistan/421370-President-Mamnoon-address-Cadet-College-Ormara>). A project of Technical and Vocational Education is also proposed for the



people of Gwadar which cost approximately US \$10 million. The main aim of this project is to enhance the state of the art and technical skills of the people of Gwadar to participate in the growth of the Port City of Gwadar. So, it can be seen that CPEC will bring prosperity in the area and some betterment in the literacy rate of the province which will lead the province toward a bright future.

**3.** Health: people of Baluchistan are deprived of the basic health facilities as well (Ul-Huda, Burke, & Azam, 2015). The mortality ratio is very high due to lack of health and other facilitation centres in the area. Standard of treatment and care is very low. People who can afford the expenses visit some other cities of the country for treatment and those who cannot afford just suffer. The 50-bedded hospital is proposed to be constructed for implementation of phase-II under GDA ([https://www.google.com.pk/search?hl=en&sxsrf=ALeKk02RGrN79eI3UJSTqjnCoR\\_5QfDSA%3A1599796651552&ei=q\\_VaX6yeIY\\_OOPEPnsuWuAM&q=50bedded+hospital+is+proposed+to+be+constructed+for+implementation+of+phaseII+under+GDA&oq=50bedded+hospital+is+proposed+to+be+constructed+for+implementation+of+phaseII+under+GDA&gs\\_lcp=CgZwc3ktYWIQA1DXDVjXDWCbE2gAcAB4AIABvQKIAb0CkgEDMy0xmAEB0AEC0AEBqgEHZ3dzLXdpesABAQ&scient=psyab&ved=0ahUKEwjsn4P5muDrAhUPJzQIHZ6lBTcQ4dUDCA0&uact=5](https://www.google.com.pk/search?hl=en&sxsrf=ALeKk02RGrN79eI3UJSTqjnCoR_5QfDSA%3A1599796651552&ei=q_VaX6yeIY_OOPEPnsuWuAM&q=50bedded+hospital+is+proposed+to+be+constructed+for+implementation+of+phaseII+under+GDA&oq=50bedded+hospital+is+proposed+to+be+constructed+for+implementation+of+phaseII+under+GDA&gs_lcp=CgZwc3ktYWIQA1DXDVjXDWCbE2gAcAB4AIABvQKIAb0CkgEDMy0xmAEB0AEC0AEBqgEHZ3dzLXdpesABAQ&scient=psyab&ved=0ahUKEwjsn4P5muDrAhUPJzQIHZ6lBTcQ4dUDCA0&uact=5)). The fund will be granted by the Chinese government which cost approximately us \$100 million. Similarly, when people from other parts of the country migrate to Baluchistan, some societies will be formed where there will be some well-off people like businessmen and traders etc. So, demand for the basic health centres will also increase and ultimately the benefits will be cashed by the local residents too from that of private health sectors (<https://www.dawn.com/news/1470318>).

**4.** Energy: As we know Baluchistan is a rich natural resources province of Pakistan. Main natural resources are coal, natural gas, oil etc. but the problem is that the province does not have that many resources to utilize those energies for self-use. Current amount of gas production is  $394 \times 10^6$  cu ft/d ( $11.2 \times 10^6$  m<sup>3</sup>/d) while the estimated amount is  $12,170 \times 10^9$  cu ft ( $345 \times 10^9$  m<sup>3</sup>) (Asian Development Bank. (2005): Balochistan Economic Report. Islamabad: ADB. <https://www.adb.org/projects/documents/balochistan-economic-report-0>). Due to insufficient technology and resources, underground natural sources can't be cashed. Although the present production is also more than enough but still people of Baluchistan are burning wood sticks for open fire due to the absence of gas supply to them. Because the provincial government doesn't have that much budget to improve the infrastructure of the province for the betterment of people. This Port is expected to improve the GDP of the province which will further help the government to take some positive steps for the facilitation and betterment of the residents of Baluchistan.

**5.** Infrastructure: As Baluchistan was a deprived province from industries and other products since the beginning so the infrastructure of this province was also unsatisfactory. Roads and telecommunication were also not according to the standards and demand of the day. But, now because of CPEC and especially Gwadar brought some enormous changes in the infrastructure of the province by constructing some new roads and upgrading railways. NHA (National Highway Authority) has been allocated funds for various projects to accelerate economic growth by upgrading infrastructure in Baluchistan under the Public Sector Development Program (PSDP) 2019-2020. Rs 3 billion out of the total amount Rs 6 billion has been issued for the road construction which will connect Zhob to Kuchalak. Similarly, Rs 1

billion out of 2 billion has issued for the construction of Highway from Bisma to Khuzdar. A 32-km long road from Rakhi to Gajj section of N-70 is also constructed by NHA. Furthermore, a section of motorway Rtto Dero-Gwardar will also be constructed which is 321 km long from Hoshab-Awaran-Khuzdar. Up-gradation of the remaining part of the N-25 Karo-Wadh section will also be completed. The fund allocated for that is Rs 350 million, out of which Rs 175 million is already issued. Similarly, the Quetta-Dhadhar Section of N-65, Dera Murad Jamali Bypass, Yakmach-Kharan Road, the Yarik-Sagu-Zhob section of N-50 will also be upgraded and constructed (M. Malik, 2019). So, it can be seen that the infrastructure of Baluchistan is getting better and up to date. Apart from new roads and motorways these projects also providing a job opportunity for the people of Baluchistan. As a road construction needs a lot of labours and engineers so it will also provide them with the chance of earning.

**6. Security issues:** Once Gwadar Port is completed and fully developed under the CPEC project. It will provide a handsome opportunity of jobs and income to the people of Baluchistan, which will bring happiness and prosperity in the region and ultimately the curse of militancy and terrorism, will come to its end. In Baluchistan, poverty is the main reason for insurgency and militancy (Fair, Littman, Malhotra, & Shapiro, 2018). This huge number of jobs opportunities created by CPEC will minimize the violence and will start a new, happy and peaceful life.

Apart from Baluchistan, Gwadar port is a key facilitator for the people of Pakistan from other provinces too. This port can connect all the traders and businessmen with the rest of the world for their imports and exports business. After the up-gradation and fully developing the port can become an international business hub which will provide great opportunities for importers and exporters and also for the middlemen a great employment sector (Hassan, 2005).

It will be a major source of income for the Government of Pakistan by collecting customs and duties charges from all importer and exporters and also from those who may use the port and corridor for the shipments of goods. In March 2019, the Pakistani senate was informed that the gross income of Gwadar port during last three years was Rs 358.151 million out of which Rs32.324 million was given to the Gwadar Port Authority which is the 9% of the whole income generated and rest of 91% was given to the China Overseas Port Holding Company (COPHC) as per agreement (<https://www.dawn.com/news/1372695>).

Fright and cargo charges from China and Central Asian Countries and others who use this port for trade will be cashed by Pakistan. Around the port, a free-trade zone is also established which can be a hub for the industries of manufacturing, assembling, loading, unloading and also for storage of goods imported and exported. It is expected that it will provide job opportunities around 40,000 people (L. Ali, Mi, Shah, Shah, & BiBi, 2017).

Regional and international relationships will also be expanded with the expansion of Gwadar Port. As recently Russia has expressed their interests in using the port which will provide an access to Moscow to warm waters which were accepted by Pakistan and allowed them. This way Pakistan not only cashing the freights and customs charges but also building a strong strategic relationship with Russia and such other interested countries like Iran and Turkmenistan who have recently shown their interests in CPEC.

### **Road and Railway**

Another main part of CPEC is the up-gradation of transportation system which will link all cities of Pakistan to China and Gwadar port to make trade feasible, smooth, fast and secure. For

this purpose a vast network of roads and railways will be developed throughout Pakistan that will span the length and breadth of Pakistan (M. Z. U. Khan & Khan, 2019). The poor infrastructure of road and railway of Pakistan annually causes a loss of 3.55% of the country GDP (Adnan, Fayyaz, & Ahmad). This modern transport system will link Gwadar port and Karachi with the Northern area of Pakistan and also with the (Kashghar) Western China and further with Central Asia (A. U. Rehman, Hakim, Khan, & Khan, 2018). Approximately \$11 billion will be expended on these projects which will be financed by China under the CPEC agreement, which contain a motorway of length 1100 kilometres from Lahore to Karachi and Karakorum highway from Hasan Abdal to Chinese border will also be completely reconstructed and upgraded according to the modern standards and requirements. Apart from this the railway line from Karachi to Peshawar will also be upgraded to allow the train to travel as fast as 160km/hr. This project was expected to be completed in December 2019 (A. R. Malik, 2018). But due to some unfavourable situations, it did not complete. Now it is expected to be completed in the year 2022.

### **Benefits for the people of Pakistan**

- As we know time is money. It means that saving time is the most precious thing. These modern systems of roads and railways will facilitate people to make their journeys fast and secure and this way the trade will get a rapid flow. People from all over Pakistan will be able to access the seaport easily and quickly which will help to make import and export fast.
- People from the northern part of the country could be able to have direct access to the seaport of Gwadar.
- Karachi, being the largest city of Pakistan and the major business hub will be directly connected to the northern part of Pakistan through a fast railway system which will be ultimately a better opportunity for the people of the northern area of Pakistan to have access to such a business hub easily.
- Benefits of road and railways cannot be ignored for common people too. Common people mean those residents who use road and railways just for travelling from one place to another, not for business and trade. They can have safe and fast travel through good and wide roads too. So, people of Pakistan will be benefited from the modern infrastructure of road and railway projects of CPEC.
- The most important profit to the people of Pakistan is that of employment opportunities. During construction of roads and upgrading railways, labours are required and also after completion maintenance team is required so people can get job opportunities as well which will as a whole increase the per capita income of Pakistan (S. Kanwal et al., 2020).

### **ENERGY**

Energy being the most important factor of development and economic growth is the most demanding resource of the present day (Ebohon, 1996). High development and productivity rate have brought some imbalance in the energy supply and demand. Those countries that are self-sufficient in energy need nothing to import from other countries but those are in the lake or those who have an excess of energy export to other countries and also import from other countries to meet their demands. But some countries in the world are so that they have the resources but they do not have the sources to utilize those resources. For example, they do not have skilled persons or technology or money to install plants for cashing that energy from those sources. Pakistan is one of those countries that have an energy sources but lacks the resources.

For this purpose, they have agreed with its neighbour country China for helping in the energy sector under the CPEC agreement. As Punjab's chief minister, Shehbaz Sharif appreciated great economic cooperation from the Chinese government and further said that Pakistan is making efforts for the solution of energy crises with the cooperation of Chinese government for producing Electricity under the CPEC agreement (<https://www.dawn.com/news/1176914>).

Pakistan is facing the serious problem of Energy crises (Uqaili, Harijan, & Memon, 2007). Total power generation capacity is far low than the required amount for consumption. That's why there is a huge shortfall of energy. The generation capacity is 24,830MW and the shortfall is over4500MW. Due to which major cities are facing a heavy load shedding which directly affects the production capacity negatively, an estimated 2.5% of national GDP loss is due to the shortfall of power energy. CPEC will help Pakistan to solve this problem by focusing on power generation and distribution which is the project of 33 billion dollars (Uqaili et al., 2007).

Planning Development and Reform Minister Ahsan Iqbal explained the four major areas of CPEC framework, one of them is the Energy zone. In the early-stage program (first priority) of the energy sector, 10400 MW (Megawatts), that was to be completed by 2018. These projects of the production capacity of 16400MW are based on Solar, Coal, Wind and Hydropower generation which will be located in Azad Kashmir and other provinces of Pakistan. These projects include the transmission system of the power energy generated. 10 projects of 6600MW in the Desert of Thar will also be set up that will help in promoting and development and will transform this backward and non-developed area of Pakistan into an Energy's capital of Pakistan and will further open up economic opportunities for the people of the region and overall Pakistan. The basic need for contrail development is the energy that will run the industry and increase production. So, power energy is the main factor required for production industries. Water and Power Development Authority (WAPDA) and Karachi Electric Supply Company (KESC) are completely failed to handle this problem of power shortage (Kanwal, G., 2018). As Pakistan has the sources but lake of funds for that so China will finance Pakistan for these energy projects. So CPEC is expected the ideal project that can help Pakistan to overcome the crises of energy and will make sure the availability of energy in the country for production industries again like steel mills, textile industries etc. which can be expected to grow up Pakistan's GDP growth up to 2% (<https://www.voice.pk/business/energy-crisis-in-pakistan/>).

Following are the energy projects which will be constructed under the CPEC agreement (<http://cpec.gov.pk/energy>).

1. Sahiwal coal-fired power plants, Punjab. Each capacity of the power plant with the production capacity of 660MW. Total production is 1320MW and estimated cost is \$1912.2million.
2. Port Qasim Coal-fired Power Plants Karachi. Each with the production capacity of 660 MW. Total production capacity is 1320MW and estimated cost is \$1912.2million.
3. HUBCO Coal Power Project, Hub Baluchistan. Total capacity is 1320 MW and the total estimated cost is \$1912.2 million.
4. Thar coal power projects of Engro. The total capacity of output is 660 MW and the total estimated cost is \$995.4 million.
5. Surface mine in block II of Thar Coalfield, 3.8 million tons/year. The production capacity is not yet confirmed and the total cost is approximately \$630 million.
6. Quaid-e-Azam 1000MW Solar Park (Bahawalpur) Quaid-e-Azam.

Total production capacity is 1000MW and estimated cost is \$1301million.

**7.** Hydro China Dawood Wind Farm (Gharo, Thatta).

The total capacity of output is 49.5 MW and the total estimated cost is \$112.65 million.

**8.** Sachal Wind Farm at Jhimpir, Thatta.

The total capacity of output is 49.5 MW and the total estimated cost is \$134million.

**9.** UEP Wind Farm (Jhimpir, Thatta). The total capacity of output is 99 MW and the total estimated cost is \$250million.

**10.** Three Gorges Second and Third Wind Power Project. The total capacity of power production is 100MW and the total cost of construction is \$150 million.

**11.** SSRL Thar Coal Block-I 6.8 mtpa& Power Plant (2×660MW) (Shanghai Electric). These two projects are total capacity of power production 1320 MW and the estimated cost of construction is \$1912.2million.

**12.** HUBCO Thar Coal Power Project (Thar Energy). Total capacity of output is 330MW and total estimated cost is \$497.7million.

**13.** ThalNova Thar Coal Power Project. Total production capacity is 330MW and total cost of construction estimated is \$497.70million.

**14.** Karot Hydropower Station. Total production capacity is 720MW and total cost of construction estimated is \$1698.26million.

**15.** Suki Kinari Hydropower Station, Naran, Khyber Pukhtunkhwa. Total production capacity is 870MW and total cost of construction estimated is \$1707million.

**16.** Matiari to Lahore ±660kV HVDC Transmission Line Project. The total cost estimated for the construction is \$1658.34million.and the capacity of production is around 660 KV HVDC.

**17.** 300MW Imported Coal Based Power Project at Gwadar, Pakistan. Production capacity is 320MW and cost of construction is \$542.32million.

**18.** Thar Mine Mouth Oracle Power Plant (1320MW) & surface mine. This power plant is of the capacity of 1320 MW power production as the estimated cost is not yet confirmed.

**19.** Kohala Hydel Project, AJK. This project is of the capacity to generate power energy 1100 MW and the total cost of construction is approximately \$2364.05million.

**20.** Cacho 50MW Wind Power Project and Western Energy (Pvt.) Ltd. 50MW Wind Power Project. These both are small projects with the production capacity of 50MW each.

**21.** Phandar Hydropower Station. Power generating capacity of this power plant is 80MW.

**22.** Gilgit KIU Hydropower. This hydropower project is of the production capacity of 100MW.

## AGRICULTURE

Pakistan being an agricultural country, has its major contribution in GDP is from that of the agricultural sector but a shortfall is seen in this sector in the last decade (Raza, Ali, & Mehboob, 2012). So, Pakistan is also giving its main focus on the development of this sector along with infrastructure and energy sector etc. For the purpose, to finalize long term plan for agricultural cooperation which spans over 2025-2030, a summit of CPEC was held in Islamabad in August 2016 (<https://tribune.com.pk/story/1172199/one-belt-one-road-pakistan-unveils-long-term-cpec-cooperation-plan>). The plan included different categories related to agricultural production i.e. livestock, water resources for irrigation, livelihood, public communication projects and solution for financial matters related to agricultural production needs. This project

will help to enhance the exchange of information required, distribution of agricultural products and equipment's, share information related to the mechanism of agricultural tools and its usage, facilitate people for leasing of machinery required and also the production of different types of fertilizers for the increase of production capacity. Approximately 800000 tons of bioorganic fertilizers will be produced which will enhance the production capacity in a very positive direction and will help to push forward the GDP ratio.93 (thesis) (R. Ahmed & Mustafa, 2016). As we know that CPEC is an infrastructural developing project. It will improve the overall infrastructure of Pakistan according to the modern standards. The energy projects in the rural area will also provide the opportunity of developing irrigation sector which will be cultivating more area and an increase in output will be assured. Better infrastructure improves the growth rate (Agénor & Moreno-Dodson, 2006).

The green revolution is a package, which includes research and extension, irrigation development, improvement of varieties of agricultural products and different types of fertilizers for plants. The prime focus of green revolution package is to increase agricultural output. Green Revolution technology package and agricultural output have a strong positive association with each other and furthermore, there is always a positive association of better infrastructure and Green revolution technology (R. Evenson & D. Gollin, 2003; R. E. Evenson & D. Gollin, 2003). So, we can relate the better and developed infrastructure to growth in agriculture. The infrastructure of any country or region affects its output in two ways (Srinivasu & Rao, 2013). One is directly and another one is indirect. The direct effect is a production factor of production while the indirect effect is by influencing the total factor of production (TFP). Which can be generally explained as follow;

$$Y = A (Kp) f (K, L, Kp)$$

Where:

Y= Output growth,

A= Total Factor Productivity

K= Capital

L = Labor

Kp = Public Capital Invested on Infrastructure.

This relationship clearly shows that public investment in infrastructure is directly proportioning to output growth. So, this model can be implemented in the case of CPEC and Agricultural growth of Pakistan.

Better roads and better energy infrastructure facilitate the cultivators, producer and traders in a positive way. If they have better roads they can easily trade and can easily bring in use the latest facilitating technologies of the time to reduce labour and increase output. Similarly, if they have strong energy infrastructure, they can easily use the technologies required i.e. water pump for irrigation, spray machines, harvesting machines etc. which reduce labour and facilitate more. The most important factor of CPEC that will be highly appreciated is the Port of Gwadar, which will provide them with an opportunity to export their surplus products and can easily import the necessary technology and other required things. This way the agricultural production will be increased which will further help in increasing GDP and also help in decreasing poverty and unemployment and will bring prosperity in the region and especially in those undeveloped area where there was no proper energy system and modern road infrastructure before.

The facilities of Post-harvest agricultural practices that include storage of final products, transportation and agricultural processing of agricultural products will also be improved. Warehouses and logistics centres at Islamabad and Lahore will be strengthened to form a logistic and warehousing network throughout the country and will interconnect all cities of the country to facilitate the producers and to make import and export of these products easy and convenient.

Apart from all these as China is an advanced country in manufacturing modern technology so it will enable Pakistan to import all the required technology from China very easily. This will also help Pakistan's domestic producers to learn modern techniques of agriculture by working closely with Chinese experts of the field. It can be also expected that Xinjiang Production and Construction Corps (XPCC), which is commonly known as Bingtuan, is the autonomous administrative authority in Xinjiang Uyghur Autonomous Region of the China have the experts of modern agriculture system will help Pakistani producers with the help of technical cooperation. On the other hand, China being a heavy density populated country and a large consumer of foodstuffs will provide an opportunity for Pakistan to export their surplus products especially to China and also to other Asian countries using China Pakistan Economic Corridor's road and railway infrastructure too.

### **EMPLOYMENT**

Unemployment is one of the basic problems of all underdeveloped and developing countries (Eckaus, 1955). Almost every country in the world has to face this problem. But those countries, having strong GDP get rid early and those who are the comparatively weak economy, take time and those countries whose GDP is a very weak like Pakistan keep going with this curse for long. Like nowadays America is facing the issue of unemployment in this epidemic of COVID-19 but as we know America is a strong GDP so very soon, they will settle down this matter. But the case with Pakistan is different. Pakistan is a low GDP country facing this problem since it came into being. Now as mentioned and explained above that CPEC project is in progress between Pakistan and China. Some positive changes in the region are expected from this mega project. This project is not only all about road and railway but also energy projects, economic zones and industrial states and construction of different dams and installation of nuclear reactors etc. which will provide a huge number of job opportunities for the people of the region (Hali). Fully facilitating and well-equipped hospitals, technical and vocation education centres and clean water supply and equal distribution of wealth in all provinces will help to uproot unemployment and a new happy life will get started. It is predicted that CPEC will provide the opportunity of 2.3 million new jobs during 2015–2030 for the people of Pakistan (Shah, 2016). This way, after successful completion of the CPEC project, Pakistan will overcome the problem of unemployment and people of Pakistan will start a new happy and prosperous life.

### **ECONOMIC GROWTH**

As CPEC covers a wide range of construction and development projects, that will be extremely beneficial for the short and long term prosperity of Pakistan (Hadi, Batool, & Mustafa, 2018). People will get some good opportunities of employments and businessmen will enhance their businesses, traders will further expand their trade and industrialist will expand their industries which will as whole bring some positive changes in the GDP of the country. It is expected that CPEC will boost up Pakistan economy up to 2-2.5% (W. Ahmad, 2015). Standard of living in Pakistan will be improved by the contribution of CPEC. CPEC will motivate people of Pakistan

toward investment and will revive its economic interests toward economic development. CPEC will encourage private sectors toward investment to enhance the foreign direct investment of Pakistan which is now quite indispensable.

All advancement and development in infrastructure of road and railways, energy system and another technological advancement in the field of agriculture and industrial production is a positive sign toward a new and prosperous morning on the soil of Pakistan and all the credit will go to CPEC, which is not less than a blessing for Pakistan's economic growth, internal stability, peace and prosperity, advancement in technology, social interaction with other people of the region and an unbelievable increase in strategic importance (Javaid, 2016). This project will not be restricted only to the Pak-China economic region but it will go beyond the regional limits and will bring extraordinary positive changes not only in national economic growths as a whole but also prosperity and economic wellbeing for the people on the grassroots level as well (Butt & Butt, 2015).

### **PEACE AND PROSPERITY**

Poverty and unemployment are the main causes of internal disturbances and militancy- a major challenge for the smooth operations of CPEC (Abid & Ashfaq, 2015). When CPEC is completed it will provide a lot of job opportunities to the people of Pakistan and the sun of a happy and prosperous day will rise in Pakistan which will ultimately bring peace and some good time in the provinces of Pakistan (Iqbal, 2018). As the chairman of Gwadar port, said that CPEC will not only bring prosperity for the province of Baluchistan but also in all other provinces of Pakistan equally. Economist Dr Shahid Hasan also said about the prosperity in the whole country from the project of CPEC, that CPEC will bring employment and prosperity in the whole region.

### **CONCLUSION AND RECOMMENDATIONS**

China Pakistan Economic Corridor is a mega project which is considered as a game-changer project for Pakistan and China. It is expected that prosperity and economic development will become the fate of Pakistan. It will be a win-win project for both countries if the proposed and planned project is completed in time and in a peaceful way. CPEC will also improve socio-economic conditions of local residents of Pakistan by covering the energy crises and providing them much more job opportunities in different fields which will improve trade and business activities which will further increase per capita income and hence the poverty and unemployment will be minimized to some great extent. Standard of living will be improved by making access of remote area's people to health centres, education centres and banking etc. that's why it will not be wrong to say that CPEC is going to play a role of fate changer for Pakistan.

For Pakistan, the project of CPEC is not less than a Hen that lays golden eggs (Makhdoom, Shah, & Sami, 2018). It can prove itself as a game-changer project for Pakistan only if it is completed safe and sound and in the proposed way. Beside of benefits and positive signs, there are some threats and hurdles in the way to complete this mega project too as security threats, corruption, unfair allocation of funds, internal political conflicts and intimidation and terror campaigns in some provinces. So the government should work for successful completion of this mega project while keeping in mind the national interest not individual or for parties' interests (Mustafa & Zafar, 2017). So, some recommendations are listed below, if followed positively so it can be expected to get some fruitful results from CPEC.



Islamabad should do as:

- All political parties should put CPEC beyond their political interests, unite, fully support and accept it as national economic growth secret.
- Federal and provincial governments should work jointly for the common goal of the nation which is commercial, economic and cultural development as well as the peaceful environment in the country.
- Governments should clearly share all the records of provinces related to CPEC, to make things clear and minimize the chances of corruption and delay.
- Federal government should discuss all the challenges and benefits of CPEC for the provinces and overall country.
- Full support and security should be provided to all foreigner workers involved in the project of CPEC. To ensure the smooth and fast construction of the projects.
- Government should try not to misspend time and make the construction process fast and smooth so that not to give any space to the terrorists and militants to disturb the project.
- Government should brief the people about the benefits and progress of CPEC so that they are clear about future plans and positive changes expected from CPEC.
- Develop political solidarity on the project's guidance and direction, by discussing the matters on the forum in national and provincial assemblies (legislations), to make things clear about the equal gains for all the provinces to stop and ensure that there are equitable gains for all provinces; and stop arrests, nuisance and other constraints of critics.
- Confer economists, chambers of commerce, the Pakistan Business Council, traders and other business organizations, industrialists and other finance corporations to disclose and disquisition their interests and concerns about free economic zones and other developmental projects of the new framework of CPEC.
- Preference in hiring labours should be given to local people. They should be given the surety of labour rights protection and practices.
- Government should discuss bin details all the benefits and potential of all mega projects and also ensure compensation and resettlement plans for people who were displaced.

China and Chinese firms should:

- Treat and lead Pakistani stockholders from elite class to grassroots in parallel spectrum with Chinese stockholders, as CPEC project is aimed to provide employment opportunities for local persons.
- Carry out inclusive risk and gains scrutiny of CPEC projects to guarantee the equal distributions of benefits against competing interests.
- Develop and set off such a strong and effectual communication link with Pakistani stockholders on both national and local level, efforts with effective and extensive communication with Pakistani stakeholders at the local, regional and national levels, to determine mutual interests.

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