

Corresponding Relationship Between CPEC And Pakistan's Economic Development

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Abstract

The China-Pakistan Economic Corridor (CPEC) has initiated a new phase of relations between China and Pakistan. CPEC is a foremost project of China's mega project BRI (Belt and Road Initiative), and connections between various states can play a substantial role in the economic growth of China as well as for all connected countries. In this way, China's massive investment of \$ 62 billion in continuous assets in CPEC is commonly considered to have a considerable impact on the developing infrastructure of Pakistan. The CPEC is a project for upgrading Pakistan's infrastructure and providing an incentive for the economic growth of Pakistan. It also aims to build and solidify the connection between vital regional partners. Pakistan has a scarcity of resources and diminishing chances to reduce its poverty, so this project can potentially modify the fate of its country and people. Pakistan will use this massive project for its economic and industrial growth. Indeed, this project is a game changer not only for Pakistan but also for the whole region. Although many fears and uncertainties have also originated with the project, there is simultaneously no doubt about the economic growth as a knock-on effect. A comprehensive analysis has been carried out regarding the economic development of CPEC. The financial investment in trade and transportation would bring prosperity, peace, and economic growth to Pakistan and other regional countries. It has not only played a role in enhancing competition among the economies of the related countries but has also worked to raise living standards and minimize regional disparities and social inequalities. Similarly, there is also a need to address the fear attached to economic development.

Keywords: CPEC, infrastructure, prosperity, diminish, pursuing, analysis.

Introduction:

Historically, China and Pakistan have long had robust and solid ties. Pakistan contemplates China as its strategic companion and depends on it for its absolute backing, help, and assistance in all conditions. During the past few decades, Pakistan has concentrated on improving its condition and handling all its external and internal challenges. Since its inception, Pakistan has faced unfriendly relations with India and tension on the Afghanistan border (Abid & Ashfaq, 2015). The country has been under constant threat and must face difficulties due to terrorism and internal and external insurgencies. These uncertain circumstances have placed Pakistan in a critical situation due to economic and physical losses. China has provided an opportunity to Pakistan in the form of the "CPEC" project to combat all its threats and challenges to restore its economic conditions, handle crises, and aid address national security threats. The flagship project of CPEC was acquired by Pakistan in 2013. In 2015, the Prime Minister of China, Mr.

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Li Keqiang, visited Pakistan and offered this project of the CPEC as a joint agreement between two friendly countries. CPEC is part of China's mega project, the Belt and Road Initiative (BRI) (Faisal, 2020). The BRI project has diverted international attention over the last few years. It is worth mentioning here that the CPEC is a vital component of the BRI, and its focus is providing land and water transportation links between China and the maritime trade routes of the Arabian Sea (Alam, Li, & Baig, 2019).

The Chinese Government fully funds the project. The project has been divided into four stages, but all are closely linked to each other and aim to boost Pakistan's economy. Although there is some negative propaganda against this project, Pakistan must be careful against driving some extraordinary expectations from the project. The likely outcome of the project depends on many factors, like the overall volume of reactions from local, provincial, and federal levels, responses from civil society, and the role of the media (Javaid, 2016). Although Pakistan must face the consequences, the economic paybacks and gains are far greater than the cost. Southern KP and Balochistan areas are the most beneficial to the project. The project marks the beginning of a prosperous era and has initiated a new phase of political, military, and economic relationships. It also paved a new path for regional connectivity.

CPEC is a charter for regional connectivity between China and Pakistan and provides connections between the region and other states like Iran, Afghanistan, and the Central Asian Republic states. It also provides the development of geographical links, improvements in the rail and road networks, and the development of people, culture, trade, and businesses. Simply put, CPEC is the path toward economic development, progress toward peace, and growth in the region (Baig, 2019). Geographically, the CPEC unites a nearly 3000-kilometer road and rail network from Kashghar in the West China region to Pakistan's southwestern part of Gwadar (Baluchistan). It is a futuristic approach to assisting underdeveloped areas of Pakistan by decreasing poverty, providing job opportunities, and increasing business in the region (Chen, Joseph, & Tariq, 2018).

The China-Pakistan Economic Corridor (CPEC) represents not merely a single road, but an extensive network designed to foster the development of industrial zones supported by energy plants, connecting Kashghar in China to Gwadar. The primary focus is on Balochistan benefiting from this transformative project, although Khyber Pakhtunkhwa is also expected to gain without discrimination against any province. The CPEC program, amounting to over 45 billion US dollars, was agreed upon by China and Pakistan in April 2015 (Chen, Joseph, & Tariq, 2018). Beginning at the Chinese-built port of Gwadar on Pakistan's southern coast in Balochistan, the corridor links to Chinese-funded regional infrastructural mega-projects. The spotlight on the CPEC gained renewed attention with Chinese President Xi Jinping's recent visit to Pakistan, reigniting discussions about its future. The project, initiated during Nawaz Sharif's visits to China in 2014, received substantial support during President Xi's visit in 2015, solidifying Sino-Pakistani bilateral and strategic ties (Hassan, 2020). The CPEC, running through India's periphery and Gilgit Baltistan, which India claims as part of Jammu and Kashmir, raises concerns about strategic challenges. India needs to develop a counterstrategy, considering China's historical pattern of filling geopolitical gaps (Zia Ur Rahman, 2021). A more detailed exploration of the potential impacts of the CPEC on India's geopolitical calculations, the specific elements of a counter-strategy India might employ, and an assessment of the implications for limiting India's outreach to the Eurasian region must be studied in-depth (Yousafzai, 2017). Additionally, an analysis of the socio-economic and political consequences of the CPEC for the regions involved could provide a comprehensive understanding of the project's broader implications (Shahzad, 2020).

Literature Review

Abid and Ashfaq (2015) offer an analysis of the CPEC from a business-oriented perspective. The user emphasizes that the CPEC is anticipated to induce accelerated economic growth. This development holds significant potential to impact the nation's future trajectory profoundly. Faisal (2020) analysis proposed that the CPEC should be regarded as a strategic endeavor rather than a mere initiative. In its metaphorical sense, it can be observed that China has successfully initiated a lucrative avenue utilizing sustainable development. The proposed business idea demonstrates a practical and viable approach aligned with the existing road infrastructure. Panneerselvam (2018) analyzes the CPEC through the lens of the Pakistani perspective. While exploring the regional factors influencing trade and commerce, Hassan proceeds to delineate the prevailing economic conditions in Pakistan. The individual evaluates the country's geo-economic and geopolitical landscapes. The individual in question emphasizes the importance of transparency and the timely completion of projects associated with the CPEC to maximize transregional benefits. Iqbal, Chu, and Hali (2019) address Pakistan's energy security issue. Pursuing a sustainable and abundant energy source is being further explored and expanded upon. The researchers diligently recorded and analyzed data to assess the existing resources and identify potential gaps in Pakistan's infrastructure—this comprehensive examination aimed to gauge future demands and ascertain the deficiencies that need to be addressed. According to Khan and Liu (2018), the CPEC is regarded as a transformative force within the region. It is widely held that there is a prevailing belief in the potential for progress in Pakistan, with many attributing this to fortuitous circumstances. The authors propose that implementing this project will protect and preserve Pakistan's economic, cultural, and strategic resources while enhancing the connections between the agricultural and industrial sectors and domestic and transregional markets. Numerous scholarly articles, opinion editorials, and literary works have been published to elucidate the prospective enhancements the CPEC may bring to various sectors. However, there is a notable gap in the existing body of research regarding the comprehensive examination of the combined impact of leveraging these domains. The present study aims to examine the collective understanding of various potential domains associated with the CPEC and evaluate their influence on the transformation of Pakistan's economic landscape. Ahmed Rashid (2018) in his contributed chapter of the book *China's Global Rebalancing and the New Silk Road*, overviews the China-Pakistan Economic Corridor (CPEC) and emphasizes its economic significance, presenting it as a pilot and flagship project of the Belt and Road Initiative (BRI). Despite discussing the geopolitical aspects of the corridor, the focus is primarily on the economic fundamentals of the CPEC. However, in this brief summary, there is a noticeable lack of information regarding the specific economic aspects or metrics that would be crucial for a comprehensive analysis. This gap in the chapter suggests a potential research opportunity to delve deeper into the economic intricacies of the CPEC. Moreover, the chapter discusses that China has promised to invest US\$57 billion in the CPEC, with \$14 billion already invested in early-harvest projects (Chen, Joseph, & Tariq, 2018). A research gap could involve a detailed examination of the nature of these investments, their distribution across various sectors, and the tangible economic outcomes or impacts observed so far. Additionally, a comparative analysis with the post-war development models of Japan, Korea, and ASEAN could provide insights into the potential effectiveness and challenges of the CPEC as a development model. However, a gap is identified in understanding of the economic side of the China–Pakistan Economic Corridor (CPEC). It suggests we need to take a closer look at the details, like how exactly CPEC plans to boost the economy, where the money is going in terms of different industries, and how it compares to past successful development projects in places like Japan, Korea, and ASEAN after their wars (Panneerselvam, 2018). This kind of research would help us better grasp the actual economic impact of CPEC.

Methodology

The subject matter necessitates a comprehensive examination, which can be achieved by employing a quantitative research approach with a causal design. To establish a cause-and-effect relationship, the primary objective of this design is to ensure that the article's structure emphasizes the presentation of causes. This approach enables the author to arrive at a more coherent conclusion that centers on the effects. The author extensively consulted the available literature in various textual and visual formats to compile a comprehensive list of reasons. Most existing literature on this subject predominantly comprises desk research, as it presents a challenge for many researchers to physically travel to Pakistan and undertake a qualitative investigation on the impacts of the CPEC. Hence, the present research is characterized by a descriptive nature. The focus of this study is to examine the potential effects that the CPEC is expected to have on the economy of Pakistan. The current research exhibits a discernible correlation between the independent and dependent variables. The CPEC results from China's ambitious Belt and Road Initiative (BRI). In the context of this research investigation, the variable in question is regarded as an independent variable. The study examines various dependent variables that encompass the transformation of the economy from conventional to modern practices, the potential infrastructural changes being pursued by the country, the economic reliability of these changes, the expansion of business opportunities for Foreign Direct Investment (FDI), and the establishment of networks between economic and cultural hubs. The determination of the magnitude of these variables is contingent upon the level of development in terms of working capacity and the long-term sustainability of the CPEC project (Yousafzai, 2017).

Features of the project of CPEC

The CPEC is a 3,000-kilometer-long network of roads, railway tracks, and pipelines for gas and oil transportation from Kashghar (northwestern China) to the Gwadar port of Pakistan. CPEC includes four subprojects: the development of the seaport of Gwadar, the development of energy resources, the development of special economic zones, and the growth of infrastructure and development (Chen, Joseph, & Tariq, 2018). The primary goal of this project is the development and growth of the economy of Pakistan and the fabrication of connections between all the countries in the region. There is no doubt that China is the primary beneficiary of the project, but simultaneously, it has provided a route for the country's development. China will be able to cut down on the distance traveled and the expense of doing so (Hassan, 2020). For example, China imports 80 percent of its oil from the Strait of Malacca. After the development of this route, it will be able to reduce its cost of oil transportation as the distance covered by China was about 14,000 kilometers, and now it will be reduced because of the CPEC (Weidong, 2017).

The project aims to elevate living standards for the people of Pakistan and the fulfillment of oil and other resources for China at cost-effective prices. From the Pakistani point of view, it is envisaged for the country's economic revolution. Economically, Pakistan is a weak country. With the help of CPEC, Pakistan is working on its road and train network and has also started the development of its infrastructure, including upgrading the Karakoram Highway, new railroad projects, a network of fiber optic cables, and new highways (Zia Ur Rahman, 2021). Pakistan has also planned to construct nine special economic zones, which will help to upgrade the country's economic growth. The energy crisis is one of the major problems in Pakistan. CPEC also provided an opportunity to foster the deteriorating condition of the energy and power resources, like the coal-fiber power plant at Port Qasim, the Thar I project, the Thar II

project, and many others. Moreover, CPEC also constitutes many projects in the social sector (Dadwal, 2017).

The Impact of CPEC Developments on the Economy of Pakistan

Today, Pakistan faces many threats, including a weak economy and deteriorating political stability. The successful implementation of the CPEC can play a vital role in overcoming these obstacles. The project is enough to provide the potential to Pakistan's economy and can offer the capacity to pay off debt and overcome several economic hurdles and threats. It can provide a ladder to increase industry and urbanization in the country. Consequently, industry development can positively improve Pakistan's image internationally (Abid & Ashfaq, 2015). Although Pakistan is under significant threat and facing international, regional, and national difficulties, the state has decided to work toward completing this project to safeguard its national interests.

The Economy of Pakistan and the Development of Special Economic Zones

Today, Pakistan is passing through a critical economic downfall. During the year 2019, the speed of economic growth in Pakistan decreased from 6.2% to 3.3%. Many factors are involved in this downfall, like political instability, inconsistency in monetary policies, the war on terrorism, natural hazards including climate change, and the breakout of Corona disease. The CPEC project is likely to have an encouraging influence on Pakistan's economy (Obortunity, n.d.; Bhatti & Hanjra, 2017). Moreover, \$13.58 billion has been reserved for developing infrastructure in Pakistan. Only the Karakoram Highway (KKH) development will initiate almost 7,800 direct jobs, of which 6,000 are for Pakistan and 1800 for China. Simultaneously, the project is responsible for constructing six-lane motorways like the Multan-Sukkur and Peshawar-Karachi highways and includes 100 bridges, 107 underpasses, and 188 subways. The development of Motorways will also include upgrades to related areas like rest areas, public service areas, toll plazas with modern intelligent technology, and interchanges (Khalid, 2018).

Consequently, all projects will be responsible for the generation of taxes and can play a vital role in the growth of the Pakistani economy of Pakistan. According to an estimate, the tax income of Pakistan during March of 2019 increased to 30.355 billion dollars until June of the same year due to CPEC projects. Similarly, upgrading roads in other areas, like Dera Ismail Khan, is being processed (Dadwal, 2017). CPEC also has some subprojects relating to power and electricity generation. All these developments also paved the way for new business-generating job possibilities, which laid the foundation for the national economy.

Furthermore, infrastructural developments, such as the Special Economic Zone (SEZ) building, will play a vital role in improving Pakistan's economy. Undoubtedly, creating special economic zones (SEZs) is one of the most significant features of CPEC projects. It is a wave of development for the people living along the routes of CPEC projects. They will get opportunities to sell their products and can have a high standard of living (Khalid, 2018). These SEZs provide opportunities for specialists like engineers, small entrepreneurs, and agriculture experts and can open the way for printing, chemistry packaging, ceramics, textiles, steel, agricultural machinery, and oil sources. The project of CPEC will accompany a great series of productive opportunities, which will have an encouraging influence on the economy of Pakistan (Haq & Farooq, 2016).

The Economy of Pakistan and the development of Energy Projects under CPEC

The energy sector's role cannot be denied as far as the country's overall economy is concerned. Different energy sources can be used in the manufacturing and industrial sectors. The availability or scarcity of energy sources can play a vital role in a country's economy. Pakistan is under an excellent energy threat, and this scarcity has a very evident influence on the economy. Pakistan's economy suffered just because of a lack of energy sources (CPEC Secretariat, n.d.). However, according to research by the World Bank, Pakistan's power industry is continuously declining, even though 50 million people have no right to use the nation's electrical grid. This energy crisis is very severe and is hampering the country's economic condition. This crisis leads to slow-moving industrial growth, a decreasing ratio of foreign direct investment (FDI), slow infrastructure development, high imports, and low exports. In addition, energy and electricity resources depleted at high speeds, are responsible for load shedding in the area, and harm people's social lives (Iqbal, Chu, & Hali, 2019).

Consequently, both commerce and business are growing at a plodding pace, negatively impacting the economy. CPEC offers many projects for improving energy resources, including building coal-fired power plants in Sindh and Punjab, constructing a hydro-wind farm in Thatta, and improving a solar project in Bahawalpur. It is also included in the planning of CPEC to increase energy capacity resources to 10,400 MW from 2018-2020 (Iqbal, Chu, & Hali, 2019).

The CPEC also includes twenty projects for energy growth with an investment of \$25 billion, including the Three Gorges-third wind power project, the Three Gorges-second wind power project, the coal-fired power plant at Port Qasim, and many others. It has already been estimated that these projects will surely boost the economy of Pakistan. Furthermore, these projects have a favorable impact on the GDP of the country (Hafeez, 2019). The successful completion of CPEC energy projects would positively affect Pakistan's GDP. The completion of projects under CPEC will give some boost to Pakistan's economy. The IMF projected that these investments in CPEC will contribute between \$3 and \$13 billion to Pakistan's GDP by 2024. Therefore, it is estimated that these energy projects, which are parts of CPEC, would help the expansion of the economy in Pakistan by adding to the country's GDP. The growth of Pakistan's GDP would have a beneficial effect on the country's economy (Xiaolu, 2015). When a government has suitable energy resources, it can attract more foreign investment.

These energy resources can also provide more employment, industrialization, and prosperity. According to a survey, energy projects under CPEC will give work to nearly 16,000 workers. Similarly, the energy project at Port Qasim, Karachi, generated 5000 new jobs for suitable candidates in Pakistan. Completing two more energy projects located at Sukki Kinari and Karot can provide nearly 6,000 jobs. Moreover, 3000 jobs under the CPEC solar power project and 3000 under the Sahiwal coal power plant can provide ample chances of employment (Raza, Mohiuddin, Zaidi, & Osama, 2002).

How does the Gwadar Port affect the economy of Pakistan?

The port of Gwadar is strategically located in an area where China has easy access to the Arabian Sea, which is one reason CPEC is essential for the Chinese Government. The port can provide economic cooperation and prove a hub between sea and land channels. The port will provide an easy route for China to access the Middle East and connect Pakistan to the Central Asian Republics and the Middle East (Majeed & Kamal, 2007). Gwadar Port is not only valuable for China but also for Pakistan. The improvement of the Gwadar port will have a direct impact on the economic expansion of Pakistan. Gwadar Port provides an alternate route

to China for importing oil from the Middle East. Previously, China was importing oil through the Strait of Malacca, which covered more distance, and this route is through Gwadar port, which is only 2700 kilometers away. China is having oil in less time and can save millions of dollars. Therefore, the Gwadar port is strategically valuable for China (Shibasaki, Tanabe, Kato, & Lee, 2019).

Moreover, the expansion of Gwadar port is also beneficial for Pakistan's economy in the future. The Gwadar port is a deep and warm water port and can enable its operations throughout the year. By one estimate, during the year 2019, the port was managing around one million tons of cargo annually, and by 2030, it will be able to accomplish 400 million tons of annual cargo (Ashraf, 2017). Furthermore, the construction of the port has provided opportunities for the construction of technical and vocational institutes in Gwadar, which in turn provide chances for employment and education. The creation of Gwadar University is another substantial milestone on the path of economic progress in Pakistan (Kalim & Syed, 2020). Building the new Gwadar International Airport would provide opportunities for people in Pakistan to move throughout the region.

Gwadar Port has the potential to attract more foreign investments. For example, Saudi Arabia is willing to invest ten billion dollars in building an oil refinery at the Gwadar port in Pakistan. Simultaneously, the construction of the Gwadar-East Bay Express will provide numerous facilities for the area (Takrim & Afeef, 2015). The development of ports will enhance export and import activities and secure commerce and logistical transportation, increasing the region's importance.

CPEC and its benefits

The CPEC agreement is proof of friendly loyalty in the relationship between Pakistan and China. Although the deal benefits both countries, it is a real boost to the economy and GDP of Pakistan. CPEC has been set up to give strategic and economic push to the country, both internally and externally (Hassan, 2020). The main objectives of CPEC for Pakistan are to improve and develop the country's existing infrastructure. It focuses on the most underdeveloped regions, like Southern Punjab, Baluchistan, FATA, and KPK. Increased trade has brought new job opportunities of job. Following are some of the critical benefits of CPEC, and insert the essential resources that will support Pakistan, China, and other neighboring countries of the world as they continue to grow and develop (Weidong, 2017).

It is a fact that since the announcement of the CPEC, critics, both external and internal, have been working hard to locate faults, discrepancies, and mistakes and point out assumptions and rumors. The point now is to take maximum advantage of this project and amend weaknesses and differences in favor of our country. If we summarize the reservations against this project, there are three types (Abid & Ashfaq, 2015). First, the project benefits the Punjab province, ignoring the smaller area. Secondly, it is pushing our country towards heavy mortgages and the extra burden of loans.

The third people of Baluchistan have great apprehension about the project, as it has developed an atmosphere of mistrust and anxiety about the economic gains of the project and the development of different setups by using their land. In the same way, benefits can also be categorized into three groups: direct benefits regarding the outcome of infrastructure, energy resources, and technological improvement (Mehtar, 2017). Secondly, indirect benefits are generated as a by-product of immediate benefits like value addition in social values,

employment, and an increase in the people's living standard. Thirdly, it included the region's overall economic growth, like electricity (Javaid, 2016). Similarly, costs related to a project can also be divided into four types: firstly, direct costs associated with investments in the production of electricity and the construction of roads. Secondly, indirect costs related to the scarcity of premium goods are utilized to develop massive projects. Thirdly, an unavoidable increase in prices is due to the rise in demand and a decrease in supplies—lastly, cost increases in project management, planning, and active management. Overall benefits are estimated after reducing the cost involved. Following are a few salient benefits of the project:

Connecting Kashghar to Gwadar through 2,000 km of rail and road networks.

CPEC focuses mainly on the infrastructure of Pakistan and aims to connect the north and south through roads and rail networks. The network has made transportation easy and has opened more opportunities to uplift the economy of Pakistan. It is projected that nearly \$2–2.5 billion could be added to the economy of Pakistan (Takrim & Afeef, 2015).

Solar Power Park at Bahawalpur

Under CPEC, the largest solar power plant was established in Bahawalpur. The 100 MW solar power park in Bahawalpur has been found to provide a consistent energy source to Pakistan. This is the most significant and unique solar project, projected to increase production by 4.42–5.48% within a few years (Dadwal, 2017).

Karakoram Highway Phase 2

To connect Thakot and Hevellian in KPK (Khyber Pakhtunkhwa), phase 2 of the Karakoram Highway has been designed. It is a 120-kilometer highway and is also under construction. It is considered that the road would establish a network connection between the north and south of the country. The project is expected to be completed in the first quarter of 2020. The financial estimate of this project is nearly \$1.36 billion (Abdur Rasheed, 2018).

Construction of Gwadar Port

The establishment of Gwadar Port is another significant contribution of CPEC. Due to this port, the underdeveloped city of Gwadar will be converted into the busiest port in the region. It will prove a significant trade gateway for connecting China with Central and South Asia markets. Nearly 500,000 experts are expected to have jobs here. USD 4.8 billion is the estimated expense of China over the port (Shibasaki, Tanabe, Kato, & Lee, 2019).

Lahore Line Metro Train

Lahore Line Metro Train is also a project under CPEC. It aims to connect the big city from one side to the other. It has improved Pakistan's infrastructure and provided easy access from one place to another (Husnain, 2022).

Increase in GDP and annual growth of Pakistan

China has planned to uplift the GDP of Pakistan through CPEC. The agreement promised to help boost the GDP of Pakistan from its current 2.5% to 7.5% (Chen, Joseph, & Tariq, 2018).

Job opportunities and development of the infrastructure of Pakistan

Many diverse projects are working under the CPEC agreement, which will develop Pakistan's infrastructure. It is estimated that different projects will generate additional job opportunities, like 5,000 jobs created under the Port Qasim Coal Power Project, and nearly 800,000 employment opportunities will be obtainable during the coming years (Hassan, 2020).

Improvement of the social sector

The agreement with CPEC has designed many projects located in underdeveloped areas. These projects are responsible for the development of the area, like Sahiwal's coal-fired power plant, where nearly 3000 locals were hired, and they also have a positive impact on the site as they produce 3 MW of energy (Kalim & Syed, 2020).

Establishment of special economic zones for business

Establishing special economic zones will provide opportunities for express economic and commercial development. It will also offer encouragement for foreign investors around the globe. Pakistan promises to provide all the facilities needed to set up special economic zones. These zones will be constructed on the peripheries of large cities in Pakistan, such as Karachi, Faisalabad, Mirpur, Islamabad, Gilgit, and Nowshera (Khalid, 2018; Shahzad, 2020).

Construction of 19 power plants under CPEC

China and Pakistan have mutually decided to invest nearly \$35 billion in the construction of power plants. These power plants will almost solve the power crisis in Pakistan (Dadwal, 2017).

Conclusion

The CPEC, which is included in the project, can provide Pakistan with a chance to restore its economy and improve the social status of the country. The people and the Pakistani Government have high hopes for this project. The construction of infrastructure, including highways, roads, railroads, and optic networks, and the formation of business hubs will simultaneously reduce anxiety and apprehensions and increase people's standard of living. The project will positively impact Pakistan's economy, including the collection of toll taxes, a rise in business activities, and a high rate of exports. Moreover, a fully operational project will undoubtedly resolve the energy issue in the country. The project will generate more employment opportunities for the natives, and energy resources will significantly impact industrialization. The development of the port of Gwadar will also play a positive role in the progress and development of the country. The anticipated increase of 3% in the country's GDP is the natural and direct outcome of the CPEC project.

The CPEC will transform the Pakistan-China relationship into a true strategic economic partner. CPEC is not only an economic and trade agreement but also an "opportunity of the 21st century" and a "game-changer" for the region. In more significant terms, it is not only a bilateral agreement but also a corridor and track of peace and prosperity, not only for this region but also far behind the boundary of the region. It has the strength to bind together many nations and open a trail of economic transformation through improved cooperation. This project has

the lifetime prospects to enhance the socio-economic condition of the people of Pakistan through establishing SEZs, improving health facilities, and forming new universities.

Gwadar Port is the pivotal venture of CPEC and will change Pakistan into a flourishing state. In short, Pakistan must follow a universal, cohesive, consultative, and harmonized approach to gain maximum output from CPEC. A more coordinated approach is required to remove the uncertainties from the ordinary person's mind. The Government needs to focus on more maritime developmental projects, like constructing new ports and harbors. They must ensure that benefits do not come at the cost of suffering for the average and unprivileged classes.

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