



**Abstract:** *Sino-Pak Economic ties will be a great development, but if their first and utmost priority is local citizen, poor people and underdeveloped areas. Pakistan being a developing country is facing a high level of socio-economic and governance problems; the corridor can provide a big break to soothe its economic structure. In this connection, the Balochistan seaport will be a home of traders and world economies because of their great geographical location. Pakistan is an agricultural state, and its economic structure is mostly based on agro land, but due to some reason still, it is an unbalanced economy; the passageway will offer a solution to its troubles and will open a new chapter of development by improving socio-economic conditions of the people and elevating their quality of life. Many Special Economic Zones are conceived to be established in all five provinces. This opportunity will also help to improve not only the south Asian region but will make this particular country Pakistan, a hub for socio-economic activities.*

**Key Words:** CPEC, Economic Expansion, Accomplished, Jeopardize, Geo-Economic

## Introduction

Pakistan is a centralized legislative egalitarianism in South Asia. Pakistan plays an essential role and builds up into the ninth most plentiful country in the world; its inhabitants is around 221 billion people according to the hottest census, 2017, just following Indonesia and vaguely further on of Brazil. (Amir, 2014). Like many other challenges appearance by this nation, distinctiveness is also a route cause of so many other social and economic issues in this part of the globe. Sino-Pak, economic struggle eventually added the missing subdivision in their long-established military and ambassadorial relatives (Morris, 2015).

The CPEC project will affect all of the South Asian and Central Asian regions along with South-East Asian, Middle Eastern, and African part of the world, not just China and Pakistan. Sino-Pak Commercial hallway (CPEC) could be a willing changer: The Presidents signed MoUs and contracts for projects worth initially priced at approximately USD 54 billion, upgrade from USD 46 billion, though lately, the figure has increased to USD 54 billion after China dedicated to funding the Karachi-Lahore rail line throughout his visit to Pakistan in April 2015.

## Baluchistan and China Pakistan Economic Corridor (CPEC) and UN

On the fringes of the 34th session of the United Nations Human Rights Commission, Balochistan House sponsored a symposium titled "Collision of CPEC on Balochistan." Ryszard Czarnecki, Vice President of the European Parliament, Siegfried Wolf, Senior Consultant of the South Asia Democratic Forum, Mehran Baluch, Baloch Representative to the EU and UN, and Tarek Fatah, Executive Director of the South Asia Democratic Forum were among those who spoke (Kugleman, M, 2013). Siegfried Wolf spent most of his talk focusing on Baluchistan issues and problems. He told the spectators that Baluchistan is Pakistan's major but smallest colonial province, but their natural resources make this land popular; it was the least colonized. It was the country's poorest region, with a high demand for educational and healthcare infrastructure (Zulqarnain, 2014).

Apart from these troubles, he added that the locals were being themed to human rights abuses counting hazard to life in the form of cultural discrimination and religious fanaticism. Siegfried Wolf was of the judgment that the Pakistani government was not enthralled in ameliorating the

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living circumstances of the Baloch or professionally tackling the issues related to rights violations because it was keener to have sustained access to the natural possessions of Baluchistan, that could only be potential by repressing the constitutional rights of the people and scheming the region all the way through the might of the Army. Baloch, representative to the EU and the UN, Mehran Baluch, called the CPEC a 'mega disaster' for the people of Pakistan [\[Cohen D. ", 2013\]](#).

He opined that the Pakistani institution was looking at using the accomplishment of the CPEC project as an alleged reason to dominate the people and smother their rights. He articulated apprehension that it would also consequence in the racial cleansing of the Baloch people, who were seen to be standing in the way of the conclusion of the CPEC. He appealed to the UN and the European Union to also distinguish the hazard from the project to the western world. He appealed to the UN and the European Union to also distinguish the hazard from the project to the western world. All the speakers established that it was indispensable for the international community to take note of human rights violations that were stirring as a result of the erection of the CPEC alongside the desires of the restricted population [\[Majeed, 2010\]](#).

### **CPEC and Job Opportunities in Baluchistan**

The project's goal is to link China's Xinjiang province in the north with the Baluchistan port of Gwadar. It is the reality that after completion of this great road in the near future, Pakistan will become a develop state in shape best infrastructure. From Gwadar to Kashgar, the road will be about 2700 kilometres long. This project, which would span 1100 kilometres from Lahore to Karachi, includes the construction of a motorway.

Around Peshawar and Karachi, a train line will be constructed, and the Karakorum motorways between Punjab and the Xinxiang china border will be fully completed.

A pipeline network will also be built to transfer different products and raw materials like oil and gas from Middle Eastern Countries. This project is also an opportunity for Central Asia to connect themselves with European countries for economic growth and development in trade, as well as enlightening interactions amongst Pak-China and will not only focus on infrastructure (trains, roads, and pipelines).

The work has already been started; on the other hand, certain difficulties with the direct forced it to be put on hold for a while. The project is linked

to tiny provinces in Pakistan (KPK). The Chinese Premier, Xi Jin-Ping, emphasized the need for the assembly to take place as soon as possible, citing Nawaz Sharif's (ex-Prime Minister of Pakistan) significant interest in the project's quick launch. This particular economic connection will also a good opportunity for Pak-India peaceful relations.

There is a chain of activities underway for the purposes to expand an arrangement among Chinese authorities and US officials and also b/w Pak Government and Delhi officials on how to obtain agreement and resolution in Pakistan for the project's horizontal management and reciprocal support. Mr Ahsan Iqbal, the Federal Minister, has also stated that the CPEC will create equitable chances for all regions of Pakistan; he went on to say that the CPEC is a multi-sectoral initiative that includes energy, infrastructure, Gawadar, and the industrial sector. [\[Hali, Benefits from CPEC, 2016\]](#).

For a plane implementation of the scheme, the Pak-Army is assisting in the establishment of a special partition that would encircle 71,000 individual security personnel, ensuring complete harmony and welfare for the public and the project. This opportunity would re-establish Pakistan's financial development from the early 1970s, which led analysts to expect that the country will become one of Asia's major trade and industrial authorities in the future [\[Chen, 2015\]](#).

### **CPEC and its prominence**

The Road and Built Program of China, along with Pakistan, has a high value in the partnership because it would open up western China to the southern and will be a great contribution to the "One Belt One Road" innovation programme. It has been decided that the communication system from Kashgar, China, to Gawadar, Balochistan, Pakistan, will be finished by 2030. In the provincial vision of CPEC, the PRC is attempting to exploit complete vital supportive role in empowering the atmosphere for the open socio-economic arrangement and logistic coordination. [\[Baz, 2016\]](#).

CPEC will not only benefit Pak-China, but however, the neighbouring states will also get opportunities. This project also helps Pakistan's commercial development and a perfect business venture for both states. This land road has great and extremely important, especially for regions involved.

The China-Pakistan Economic Corridor has envisioned a corridor for harmony, wealth, and progress. Regardless of the fact this corridor will



matching their objectives according to their socio-economic interest. Pakistan is like a lock-in chain because the built and road initiative of Beijing is like a chain.

China wants to connect with the world for utilizing raw materials and fulfil the demands of their

industries and world market. So for these aims and goals, Beijing needs good relations with world states and also reconnect there self through roads and railways lines. Pakistan has tied their aims and goals too because both countries have the same objectives of peace and economic development, and growth.



Source:

[https://www.google.com/search?q=Graphs+gawadar+economic+growth+and+cpec&tbm=isch&ved=2ahUKEwiexYH3kqPxAhUMOOAKHRh\\_CS8Q2-cCegQIABAA&ogq=Graphs+gawad](https://www.google.com/search?q=Graphs+gawadar+economic+growth+and+cpec&tbm=isch&ved=2ahUKEwiexYH3kqPxAhUMOOAKHRh_CS8Q2-cCegQIABAA&ogq=Graphs+gawad)

Gwadar Port and Economic Corridor Project is the most significant not only in the stipulations of monetary investment, social, commercial and economic opportunities but also political and deliberate impacts in the province. The perceptions of the provincial and international actors present in the constituency watch-dogging their multiple wellbeing are of much consequence. For them, the project is a confront in the circumstance of their strategic, political, economic and commercial welfare connected with the South and Central Asian region.

These perceptions are momentous in terms of their policy formulation, political and strategic rejoinder to interface and/or counter the Gwadar Port and Economic Corridor project. Since the Gwadar harbor has been launched a decade ago, conspiracies, suspicions and increased insurgency within Baluchistan are regular features and Pakistan is countering these rudiments strongly on dissimilar fronts. But since the visit of President Xi and official commencement of the corridor project in April, 2015 the mal-intention of the Indian government, other provincial and international actors is understandable.

### Specific Objectives are as Follows

The possessions adopt an academic advance towards the improvement and opportunities, and the aims also highlighting their productive results:

- How the seaport play its role in the growth of Baluchistan in the framework of Pakistan's

economic structure? Second, in the twenty-first century, will the Sino-Pak corridor should be notable for their reciprocating relationships, notably in schemes like energy, short and small roads, and economic zones?

- KPK and Baloch have some grievances upon CPEC, how Pakistan Government sought after out the struggle and addressed the solutions. CPEC will eradicate the shortage of the disadvantaged and less urbanized areas [KPK, Baloch] of Pakistan.
- CPEC will bring contentment and prosperity and generate job opportunities in all provinces equally.

### Literature Review

Leaders and peoples of Pakistan describe the Corridor project as not only important for Pakistan socio-economic development but also has a great impact on overall the region. Nevertheless, such fruits of the corridor will be acquiescing in the coming decades. So it needs continuous grit on the part of both countries to stay constant on the progression. [Hasan-Askari-Rizvi, 2015].

Along the entire length of the trade stream, a big support and services structure will emerge, generating economic growth for a huge demographic structure. In Pakistan, a small occupation is the primary source of income for whole clans with a ratio of 4-5 members, resulting in profits for zillions of Pakistani communities. [Vaugh, 2010]. There is another fact in this transformation, the

population change that will occur in some important areas of Baluchistan, KPK and its surrounding. [Jeffrey Sachs, 2000].

According to CPEC projects, the Baluchistan Industrial zones will be set up. New universities are being conventional, which will also spotlight on Chinese language and ethnicity. The new universities will be the hub for the world, and regional educational connectivity will be part of the knowledge corridor [Mir Sher Baz Khetran., 2016].

This opportunity can promote and inflate the Pakistani infrastructure swiftly along with the structure of PRC [Aneja, Atul 2015].

The Economic connectivity between both countries is the main objective of collaborative hard

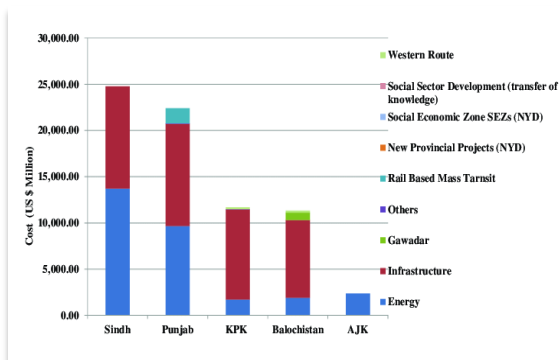
work to attain ordinary development and will try to focus on real collaboration on Baloch Sea Port along with energy, constructions development, and manufacturing collaboration [President Xi speech, 2017].

China and Pakistan are promoting tranquility, steadiness and economic affluence in Asia [Kavani, 2013: 454].

### Development of Baluchistan

This part is a less developed area of Pakistan through Gwadar port. It will get rid from scarcity and will live a flourishing life. The development of Baluchistan is totally dependent on Gawadr because of its geostrategic location and deep seaport capabilities.

### Distribution of Investment in Various Projects of Sino-Pak Economic Connections.



Source: <https://www.researchgate.net/profile/Tayyaba-Azim>

### Sea Port Utilities

The very primary utility is correlated and associated with the purposes of this particular port, such as load and customer management, security sureties, storing, and transportation-related accomplishments in the port and in the surrounding areas. It can also be utilized as a composite for craft refurbishment [Daily Times, 19 April 2004].

The seaport longed furthermore some customary of privilege businesses along with the roles of trans-shipments and modification of exported substantial preceding of supplementary consignment wished to be integrated into a particular collection.

Heavy goods associated with the oil and chemical sectors would be handled by the port's industrial complex, which might possibly include iron, steel, and sugar refineries.

The leisure and tourism industries could be accommodated as the port's fourth purpose. The

extension of the industrial pedestal in Gwadar, as well as the resulting economic movement, will provide employment possibilities for the population, contributing to the province's growth. This one is predictable to create concerning 2 to 3 million more employments in about 9-10 years. [Daily Times, 15 September 2003].

*The above opportunities can be and must be commenced throughout the mega project of CPEC.*

### CPEC and Baluchistan

The Baluch land is filled with usual possessions, but the exploration is still scheduled due to inattention, unsteadiness and internal challenges of the local government to the federal government etc. but the CPEC mega project is a way forward to boost their large scale of Gas Reservoirs, Oil reserves and mineral resources etc.



Source:

<https://www.google.com/url?sa=i&url=http://3A2F%2Fchinadialogueocean.ne2F3215-pak>

A business and traffic route would be established between the Gwadar port and Kashgar, China, as part of the CPEC. Due to Baloch insurgents, political, monetary attitudes of leaders, and traditions, Baluchistan has remained a borderland territory since its inception. Local militants were constantly concerned about the province's progress. Because it is apparent that the CPEC will profit not only China and Pakistan but also the whole state, Baloch awareness will improve. Since their independence, Baloch rebels have viewed growth as an irritant and a threat to their self-government (Times, 2004). Furthermore, there is a great deal of political hegemony over the CPEC. In actuality, Baloch Republican Party (BRP) Chairman Bugti has asked for United Nations to subsidize the ballot in the area to adopt on the CPEC growth and accomplishment. For international businessmen, these militants are creating a fearful environment (Hali, Benefits from CPEC, 2015).

At the risk of a major investment event like CPEC, the unfavorable performance of the Baloch community should not be tolerated.

The intersected structure of railways line, highways, airports, and energy channels will bond Kashgar, Xinjiang province of China, to Baluchistan for operation and tourism purposes. This will be the fastest land route, stretching roughly twenty-four to thirty thousand kilometers from Xinjiang to Quetta and projected to be over by 2032. CPEC, according to Envoy Masood Khan, is a vehicle for provincial socio-economic inclusion and a critical connection connecting the Road and the Belt, as it is located at the crossway of Central Asian, the Middle Eastern, and South Asian states (Masood Khalid 2015).

This massive project connects two projects, one on the ground in Eurasia and the other on the sea in Southeast Asia, and is thus a crucial plank in China's "One Belt, One Road" (OBOR) vision, which aspires to connect sixty nations to boost economic integration between Asia, Europe, and Africa, which have desired

absolutely carry extraordinary commercial abundant outcomes (India's Dual Dilemma, 2015).

As a result, CPEC is the "crown jewel" project for launching a new economic paradigm in the region, with the potential to strengthen not only the strong tie between the two nations but the entire region in the coming years. By attracting investment from regional and extra-regional nations, the terms of CPEC between interconnected regions can expand trade and boost economic locomotive in geostrategic regions (Khan U., 2021).

### Pak-China Economic Connection and KPK

KPK is also considered in the less developed areas of Pakistan; through this mega project, the lifestyles will be high and more attractive. KPK and the Federal government approved CPEC Projects: The KP CM Pervez Khattak says the KPK is fetching a pivot of trade behavior due to China-Pakistan socio-economic struggles. Conversation with a delegation in Peshawar on Saturday, he said the provincial government is working for the welfare of laborers on a precedence basis (Syed, 2013).

Federal Minister Ahsan Iqbal is confident that no one region/area, including KP, cannot be differentiated at any level in such socio-political, economic opportunities. "We consider KPK as a key collaborator in CPEC like the other federating units, which rendered mammoth sacrifices for the sake of dominion and cohesion of the country. The Minister is piercing out that some key particulars should be borne in mind to understand CPEC to eradicate the suspicions on it. He said China didn't put \$56 billion on the watchfulness of Pakistan to distribute it surrounded by federating units. It is selection speculation with a major chunk of \$35 billion in the energy sector. Ahsan Iqbal said that Karokorum Highway is central in CPEC, who's full up progression would construct CPEC operational. He guaranteed that economic zones would be residential under CPEC construction in session with all provinces (Cohen, 2013).

However, the operational collection on economic zones is motionless to be constituted, he piercing out and added that throughout the recent visit of China to examine Chinese economic zones, the provincial legislature includes KP were part of the designation. Ahsan Iqbal said Pakistan is in antagonism with the other countries, and CPEC provided the country and prospect to burnish in the world. "Now, we necessitate safekeeping and steadiness in the country to thwart the policies alongside these natives."

Furthermore, KPK representation should go as business-friendly across the sphere to magnetize the external speculation in the province. The CM of KP Pervez Khattak articulated contentment on the gathering and guaranteed complete collaboration of KP administration in constructing CPEC an accomplishment. [\[Hali, Benefits from CPEC, 2016\]](#).

Pakistan's strategic location has a huge impact in the area, and with the end of the CPEC, the country's importance will grow in a variety of ways, including socio-economic, marketable, and geostrategic. It will aid in the reduction of shortages, joblessness, and inequity gripes in the under-residential province. It is seen as a game-changer and a zero-sum position in the entire district, producing enormous craft and socio-economic action and opening new-fangled landscapes of growth and wealth for both countries' populates [\[Abbas, 2008\]](#).

### **Economic Growth**

CPEC will benefit Pakistan in many sectors, including economic expansion, and will increase Pakistan's overseas connections with neighbouring nations. Ishaq Dar, Pakistan's Finance Minister, remarked that the economic corridor and growth might also help to overcome war anxiety. For the people of Pakistan, the corridor is a source of prosperity. [\[Kiani K\] \[2015\]](#).

### **Pak-China Economic Ties and Poverty**

CPEC is a game-changing project that eliminates and eliminates deficiency in the intact region. The project is based on the construction of textile garments, industrial part projects, dams, and nuclear reactor installations, as well as the creation of a network of roads and railway lines that will generate employment on their own and these initiatives will also benefit education, technology, vocational training institutes, water supply and distribution in Pakistan's underdeveloped areas, and will improve people's quality of life [\[Hali, Benefits from CPEC, 2015\]](#).

### **CPEC, Peace, and Opulence in Provinces**

The China-Pakistan Economic Corridor (CPEC) is a multibillion-dollar megaproject that will have a good impact and bring stability and prosperity to Pakistan's whole area. Dostain Khan Jamaldini, the Chairman of Gwadar Port, stated that the CPEC will not only improve the economic position of Balochistan but will benefit all of Pakistan's provinces. Dr. Shahid Hassan further stated that the CPEC project would provide greater affluence to the entire country and reduce Pakistan's unemployment rate [\[Khan U. , 2021\]](#).

### **Conclusion**

This economic road between both countries is the prospect of a compromise to resolve frequent economic and political issues. If both the states are unable to provide security guarantee, then such an environment can make a threat to China's premeditated objectives and same with Pakistan. Baluchis need to have a wager in CPEC's accomplishment. Uncertainly this economic deal conducted for the benefits of Baluchis (by obligated funding for growth and hiring Balochi enterprises and personnel), has the potential to revitalize the province out of deficiency and quiet against govt sentiment. This Particular economic activity has the potential to transform Pakistan and China, but only if it first transforms Baluchistan. On behalf of a country alike Pakistan is facing high level socio-economic and governmental contests; this particular struggle could providing an amazing significant chance toward boosting the country's socio-economic status and improving associations amongst neighbours, and establishing Gwadar as the region's trade and economic hub. The tunnel will provide a solution to Pakistan's unbalanced economy and create new possibilities for growth by enhancing people's socio-economic conditions and boosting their quality of life. Punjab, Gilgit-Baltistan, KPK, Baluchistan, and Sindh are all considering establishing Special Economic Zones. This will eventually generate riches as a result of the speculation by nascent international investors and will aid Pakistan's economic growth. In closing remarks, it is stated that the construction of this tunnel is a "game-changer" in this region and that it must be completed for the region's prosperity.

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