

China Pakistan Economic Corridor: Opportunities and Considerations

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Regional and global geo-political and geo-strategic whirlwind changes have pushed the states to revisit and reconceptualize their role and position. Mutual politico-economic and strategic significance propel them to constitute new alliances and sign new pacts and protocols. In the contemporary world, new avenues of regional and inter-regional economic cooperation and trade have achieved the centrality at the stage of international relations. China Pakistan Economic Corridor (CPEC), a Sino-Pak joint initiative, has become the flagship project of inter-regional connectivity and integration. The CPEC would link the regions to promote regional and inter-regional commerce and trade cooperation and would boost the economic activities which would resultantly become helpful to seal off the vicious cycle of poverty. However, some regional and non regional states expressed their reservations over CPEC. The paper will seek whether or not CPEC can help Pakistan to overcome its energy crisis and cure the ever-ailing economy? The study will also analyze how operational CPEC would counter the Indian hegemonic designs in South Asia? The research will also frame a set of recommendations to capitalize the CPEC and counter the possible considerations to Pakistan's security and economy.

Keywords: mutual relevance, CPEC, South Asia, Central Asia, regionalism

In the contemporary world, economic interests are being preferred over ideological commitments to frame the relations among the international community of states. Mutual cooperation and collaboration rather than dependence have become the emerging determinants to safeguard the national interests. The states are cultivating and promoting multidimensional collaboration to solve the issues and conflicts in order to save the masses from the dreadfulness and horrors of wars. They are reframing and redesigning strategies to elevate the socio-economic conditions of the masses through availing the available material resources at their maximum. New alliances and pacts are being signed to boost and stabilize the economy. The said proposition, however, can better be achieved through joint economic ventures based on mutual relevance, improved and ameliorated political and socio-cultural connections, and progressive and vibrant media (Rizvi, 2015). It requires strong political will, dedicated leadership, policies consistency, inclusive society and managing the differences among states through non-violent and diplomatic channels.

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Corridor: The Trans-Regional Trade Approach

In a globalized world, economic corridors have become important and influencing variables of regional and inter-regional connectivity and cooperation. The productive and constructive success of the Greater Mekong Sub-region (GMS) have opened the new avenues to develop more trans-regional trade routes of regional and inter-regional economies integration. Across the world, similar initiatives are being materialized to accelerate economic activities through developing land-sea routes to provide an access to the underdeveloped regions with industrialized and technologically advanced hubs and nodes. These initiatives are devised not only to gradually shift the subsistence farming to more diversified economies but also to provide a viable and easy access to enhance the cross-border trade, investment and mobility (“Overview of the Greater Mekong Subregion,” n.d.).

Brunner believes that economic corridors provide multifaceted connections among different economic hubs and nodes which are mostly centered in urban landscape. Furthermore, he devised following set of indicators as pillars on which an economic corridor be constructed (Brunner, 2013).

- Structural Characteristics
- Network and Geographic Cohesion
- Accessibility and mobility
- Development and Regional Integration

However, the African Development Bank (AFDB) explains the economic corridor in a broader perspective i.e.

“Economic corridor approach looks at regional transport routes not only as a means of transport, but also as a tool for stimulating social and economic development in the areas surrounding the route” (Amir, 2016).

All these activities require viable and practical planning in a way to become more beneficial for socio-economic activities ranging from infrastructural development to alleviation of poverty so that all the stake holders be benefited mutually.

China-Pakistan Economic Corridor

With the end of the cold war, states stressed to redesign their geo-economic and geo-strategic priorities in order to utilize their resources at their maximum and get optimum benefits from mutual cooperation and collaboration. These trends caught both Pakistan and China to come closer and enhance their relations covering all the fields of cooperation and collaboration (Azhar & Muhammad, 2018). In 2013, both the countries achieved a milestone and through mutual consensus signed an agreement to establish China-Pakistan Economic Corridor under China’s initiative of BRI. This multidimensional and multi billion dollars project was designed to develop a comprehensive, functional, productive and constructive connections among the regional and extra-regional developing and developed economies. Under the project, land-sea and rail routes will be constructed to connect maximum economic zones. Moreover, a huge proportion of the investment will be invested in energy sector to overcome the energy crisis of Pakistan. The operational CPEC will provide new avenues of investment and regional connectivity which eventually bring prosperity and opulence in the neighboring states (Ejaz & Ejaz, 2016; “How will CPEC boost Pakistan economy?,” 2015; Khan, 2015; Zholdasbekova & Levaggi, 2016). Hence, operational and functional CPEC would become a “vital ingredient in realizing the prospective of regional connectivity and improving trade with the regions like Middle East, Central Asia and Africa” (Butt & Butt, 2015).

China is committed to extend the benefits of CPEC to other regional states. President Jinping said,

“the planning and layout of the Economic Corridor should cover other parts of Pakistan as well so that the fruits of its development will reach both all the people in Pakistan and the people of the other countries in the region” (“Full Text of President Xi Jinping's Speech to the Parliament in Pakistan,” 2015).

Both Pakistan and China has optimized the emerging regional and global trends and devised a strategy to systematically cultivate and upgrade need-base and mutual interaction for striking energy issues, infrastructural development, bolting economic ties, enhancing trade by adopting time and cost effective mechanism and connecting regional and non-regional states through land-sea and railway tracks, so that, the socio-economic status of their people could be lifted up. All these propositions can be achieved through multidimensional and multifaceted CPEC projects, if both the states manage to complete and operate it in the proposed time frame (Ahmed, Kelegama, & Ghani, 2010; Hussain & Khan, 2017; Khan, Malik, Ijaz, & Farwa, 2017; Perveen & Khalil, 2015).

Method

During the study an attempt has been made to explore the possible pros and cons of CPEC generally for the regional countries and specifically for Pakistan and China. Politico-economic and strategic dynamics of the region are critically studied to answer the designated research questions. The research is qualitative and based on both the primary and secondary data. Available and existing literature in forms of books, journals' articles, reports, editorials, electronic and print media coverage are critically evaluated to make the study more representative and purposeful. In addition, interviews with the notable economists, politicians, nongovernmental organizations' representatives, media persons, and defense and strategic analysts, personally and electronically are conducted. During the study focused group discussions are arranged looping the universities' academia and researchers.

1. Research Questions:

- ① Whether or not the CPEC can help Pakistan to overcome its energy crisis and cure the ever-ailing economy?
- ② How operational CPEC would counter the Indian hegemonic designs in South Asia?

CPEC: Opportunities for Pakistan

In the 21st century, the world is experiencing unpredicted and undesired variety of abruptly and speedily occurring global trends. These changes have attracted the world attention, and states are focusing to redefine their politico-economic strategies. Old loyalties are being changed and new alliances are being emerged at international canvas. Multifaceted and multidimensional economic relevance, geo-strategic and geo-political cooperation and collaboration at sub-regional, regional and inter-regional levels have been developed (Khan, 2016). To cope up these emerging tendencies, China is moving forward and focusing to liberalize her economy. An uninterrupted, time and cost effective energy flow has become the lifeline for China. Consequently, she is extending her connectivity with the rest of the world under the Belt and Road Initiative (BRI). In this way, China will be able to utilize her resources to their optimum level and maintain her economic growth. CPEC, one of the China's mega initiatives, has become a flagship project. The project has become a test case for Xi Jinping's vision (Khan, 2016).

CPEC, if completed in proposed manner, will become the “game changer” not only for Pakistan but also for China, South Asia and Central Asian Republics (CARs). Billions of dollars investment will develop advanced infrastructure, strike down the menace of energy shortfall, develop time and cost effective regional and domestic connectivity and alleviate the poverty across the connecting states.

CPEC: The Linchpin of China-Pakistan Strategic Relations

After 9/11, Pakistan has become an important state for the world due to its strategic location and has consequently been facing number of issues. “Foreign interventions, intra-regional conflicts, unresolved political disputes, rising tide of extremism and terrorism” have adversely marked the economic and law and order situation of the country (Imtiaz, Salman, Kamal, Shamraiz, & Hinai, 2016). The globe is witnessing dynamic changes, especially, in 21st century. States are unearthing new avenues to develop regional connectivity, maximizing and protecting geo-economic interests and availing their geo-strategic location to protect their national interests and uplift the socio-economic conditions of their masses. All these propositions made Pakistan an important actor for exploring the economic potential of Central Asia, South Asia, South West Asia and China. Both China and Pakistan have caught the beat and have initiated multidimensional mega project, CPEC. The proposed project will help Pakistan to become an important strategic country in the region due to its geo-strategic location. Through the project, China will be able to develop a naval base at Gwadar port and, resultantly, she will become an influencing state in the region to counter the hegemonic designs of both USA and India. China’s increasing multidimensional engagement with Pakistan is a part of her policy to “counter the US efforts to deepen alliances around the Asia-Pacific region” (Iqbal, 2015).

In the longer run, CPEC will make China a real stake holder in Pakistan’s security and stability. Enhanced mutual defense and strategic cooperation will be more helpful for Pakistan to counter the strategic imbalance in South Asia and deal with non-traditional security threats. Joint multidimensional military trainings and exercises would create new opportunities for strategic cooperation. These capacity building initiatives will empower both the states to eradicate the menace of high seas piracy (Butt & Butt, 2015)

Direct Foreign Investment

The operational CPEC would be the fate changer for Pakistan’s dooming economy since it will bring a huge amount of foreign investment in Pakistan. It is estimated that the direct foreign investment involved in CPEC would exceed all the previous such investments in Pakistan since 1970. It would be equivalent to 17% of Pakistan’s Gross Domestic Product (GDP) of 2017. It will generate new avenues of employment in Pakistan. It is estimated that more than 0.7 million jobs would be created during the period of 2015-2030. Moreover, the operational CPEC would add up to 2.5% to the country’s growth rate (“How will CPEC boost Pakistan economy?,” 2015). Multi billion dollars investment under CPEC projects will bring the drastic infrastructural changes and resultantly new venues of employments will bring the socio-economic change in Pakistan. The proposed Special Economic Zones (SEZs) would bring industrial revolution and the economic dynamics of the connected areas will be changed significantly.

Energy Cataclysm

Pakistan is facing worst energy crisis which is adversely affecting her economic growth, industrial production (the industry is being shifted to other countries), capital outflow, increasing unemployment and poverty. Pakistan, in terms of electricity supply, stands at 133rd number out of

142 countries (Schwab, 2017). In 2018, Pakistan will face 8000 MWs supply and demand gap due to increasing domestic and commercial demand (*CPEC: Long Term Plan for China-Pakistan Economic Corridor (2017-2030)*, 2017). Both Pakistan and China prioritized this sector and allocated a large proportion of capital (\$33.8 billion) to keep Pakistan out from this vicious cycle of energy crisis. CPEC will cap this gap by producing about 17000 MWs through different resources mainly from coal. More than 81% electricity, in Pakistan, is being produced from thermal sources which not only has become the over burden to the national exchequer but at the same time depleting her national resources. CPEC will become a paradigm shift in electricity generation from thermal sources to coal, solar and wind which will not only cut the import bill but also make a proportional cut in the price of electricity, making it affordable to domestic and commercial consumers. The proposed mega projects will generate 13005 MWs, 1000 MWs, 1590 MWs and 350 MWs electricity from coal, solar, hydro and wind respectively. The share of coal will increase from 6% to 48%.

Pakistan's economy is facing multiple issues including energy shortage and poor infrastructure. Real GDP growth of Pakistan is comparatively much lesser than the other regional states (Kazmi, 2017). The uninterrupted power supply to the intensive consumer industries will open new avenues of industrial growth and employment. Textile and leather industries will be able to operate at their maximum capacity. Uninterrupted power supply and infrastructural development will attract the foreign investors to install new industry in Pakistan. All these indicators will enhance Pakistan's economic growth ("overview of the Economy 2016-17," 2017).

Table 1

CPEC Energy Projects

Nature of Project	Name of Project	Estimated Cost (in Millions)	Out put
Solar Power Plant	Quaid-e-Azam Solar Power Plant	\$1302	900 MW
Hydro Power	Suki Kinari Hydro Power Plant	\$1802	870 MW
	Karot Hydro Power Plant	\$1420	720MW
Coal-Fired Power	Port Qasim Coal-Fired Power Plant	\$1980	1320MW
	Sahiwal, Huaneng Shandong	\$1600	1320 MW
	CPHGC, Coal-fired Power Plant, Hub Balochistan	\$1940	1320 MW
	Thar Engro	\$1300	660 MW
	Thar Other	\$2000	1320 MW
Wind Power Projects	Port Qasim	\$1980	1320 MW
	Gwadar	\$600	300 MW
	Thatha (100 MW)	\$250	100 MW
	Hydro China Dawood Project	\$125	50 MW
	Sachal Project (50 MW)	\$134	50 MW

Source: <http://www.cpec.gov.pk>

Infrastructural Development

An adequate and well-constructed infrastructure has become an attractive factor for investors to invest in any state. Time and cost effective connectivity among different regions and economic hubs not only fuels up business and commerce activities but also develops inter-regional harmony and interdependency. Unfortunately, in terms of infrastructure, Pakistan stands at 119th position out of 142 states (Schwab, 2017). Pakistan's existing road density is 33.78 kilometer per 100

square kilometer which ranks Pakistan at 63rd position among 125 states (“Countries Compared by Transport,” 2016).

Focusing on inter-provincial and inter-regional connectivity, 829 kilometer multi-lane new road network will be added in the existing road network which will contribute in the alleviation of poverty stricken regions of Pakistan. Moreover, the completion of three main routes under CPEC will share the traffic load of Karachi-Peshawar via Lahore motorway which is facilitating more than 80% of Pakistan’s urban population and carries over 65% of intercity traffic (“Transport and Communication,” 2018). Development of north-south road network will multiply the prospects of South Asia-Central Asia connecting east-west route. The transit fee collected from these trade routes will contribute positively in Pakistan’s kitty.

Railway Track Rehabilitation

Pakistan Railway is sharing not more than 10% passengers and 4% of freight traffic in presence of railway tracks covering almost 7791 Kilometers and 6 inland dry ports (Imtiaz et al., 2016; Schwab, 2017; “Transport and Communication,” 2018). Time and cost effective goods and services delivery through developing land-sea and railway tracks has achieved the centrality to the CPEC. To promote vigorous economic activities across the board and delivering its outcomes beyond the country, both Pakistan and China devised a policy of up gradation/reconstruction of existing rail line under project ML-1 which will overcome the excessive delays of transportation due to outdated and poor railway infrastructure (Pakistan Railways, 2017). CPEC has proposed to construct Gwadar-Karachi (700 Km), Gwadar-Sukkur (1048 Km) and Havelian-Khunjrab (652 Km) railway tracks to develop a separate freight corridor. Moreover, Havelian dry port will be the fruitful addition to handle the freight (“CPEC Infrastructure Projects,” 2018).

Capacitating of Gwadar Port

Bulk of the cargo handling is being managed in Pakistan mainly through Karachi and Port Qasim. Although the Pakistan containers’ traffic had witnessed three times jump in the last decade (2.645 million 20 feet equivalent units) but still the said traffic is very low in the region (“Pakistan - Container port traffic (TEU: 20 foot equivalent units),” 2017). Under CPEC, both the countries have decided to upgrade the Gwadar port’s infrastructure and operational capacity and develop connectivity routes to make a time and cost effective delivery to and from the port. Proposed mega projects for the Gwadar port and city, if become mature, will change the Gwadar into an international city and the port will be the leading one in the region. Developed port will be more capacious to handle the container traffic and will add hefty amount to the national kitty. Operational Gwadar port will be the fate changer of the Makran coast by facilitating the tourists to enjoy the heart touching sights. It will become the shortest transit route between South Asia and Central Asia, which will not only save the time but also the cost of shipments. Moreover, these proposed developments will attract the direct foreign investment to the planned special economic zones (SEZs). If Pakistan manages to extend Iran-Pakistan (IP) and Turkaministan, Afghanistan, Pakistan and India gas pipeline project (TAPI) to Gwadar than it will become the trade and energy hub. All these developments will uplift the socio-economic condition of the poverty-stricken Balochistan province.

Due to its close proximity to Sea Lines of Communications (SLOCs) originating from Persian Gulf and Strait of Hormuz, Gwadar, as an operational sea port, will provide strategic leverage to Pakistan vis-à-vis other countries in the region (Amir, 2016; Imtiaz et al., 2016).

CPEC: Considerations for Pakistan

Pakistan is facing number of internal and external threats in the implementation of CPEC. Friends and foes of Pakistan are feeling that the corridor will be a strategic leap for Pakistan to achieve a sustainable economic position in the region. Hence, a nexus of some internal centrifugal forces and external forces has been developed to achieve the one point agenda i.e. to create hurdles in the proper implementation of the proposed projects under CPEC and to destabilize Pakistan (Abid & Ashfaq, 2015).

Unwarranted Concerns of External Powers

India has raised and conveyed its apprehensions to China over CPEC and termed it “unacceptable” (Shah, 2017). India alleges that the Gilgit-Baltistan is a disputed area and passage of CPEC inside the Gilgit-Baltistan will undermine its sovereignty. On January 17, 2017, Narendra Modi, the Prime Minister of India, said,

“only by respecting the sovereignty of countries involved, can regional connectivity corridors fulfill their promise and avoid differences and discord” (“china-pakistan economic corridor: US should not look at CPEC from India’s perspective,” 2017; “Don’t look at CPEC from Indian perspective, Pakistan urges US,” 2017).

Moreover, India has a concern that if CPEC become operational, it would become an “economic boom” for Pakistan. The fate-changer project will transform Pakistan into an economic hub. The functional Gwadar sea port will become a junction of naval traffic and resultantly will strengthen the Sino-Pak ties. For India, the CPEC would be a major hurdle in implementing its regional hegemonic doctrine (“CPEC Presents Serious Concern for U.S. and India,” 2016).

The Indo-US and Israel troika are quite unhappy over the corridor advancement and put their heads together to chalk out strategies to bulldoze it through creating internal insecurity and financing anti-state centrifugal forces (Azhar & Muhammad, 2018; Butt & Butt, 2015; Imtiaz et al., 2016). In order to counter the growing Beijing’s influence in the region, India managed Iran and Afghanistan to take on-board to upgrade Chabahar port. Afghanistan’s internal instability and its over-inclination towards India is a designated attempt to dematerialize the proposed benefits of CPEC.

Jabel Ali and Gwadar Port: The Silent Economic War

The operational Gwadar port will become a potential threat for the importance and virtual monopoly of the Pakistan’s close friend United Arab Emirates (UAE) over trade to and from the gulf countries. Gwadar port will provide the shortest possible time and cost effective sea trade route that will undermine the importance of UAE’s Jabel Ali sea port and will adversely affect her economy. That conflict of economic interests will affect the close relationship of both the states in the near future (Ibrar, MI, Rafiq, & Karn, 2017).

Dubai has become a hub of business activities and more than 5000 companies from almost 120 countries have camped there their business offices and activities. Jabel Ali, the world’s largest man-made harbor, has gained the centrality of trans-regional trade activities, and is earning a bulk of revenue for the country. Contrary to Jabel Ali, the Gwadar port will provide China and Central Asian Republics a time and cost effective access to the Gulf region and the Middle East. The diversion of the naval transport will become a threat to the UAE’s economy. Moreover, the operational Gwadar port will undermine the strategic influence of the Dubai’s port in the region and will ignite “a silent economic war” between the two groups of countries. That game of economic interests is reshaping

new alliances. Pakistan, China and Qatar are utilizing all their resources to operationalize the Gwadar port in the proposed time frame. On the other hand, India and UAE are playing their cards to enhance mutual trade, and hampering the functioning of Gwadar port (Al-Shammari, 2017; "Dubai and Gwadar: the silent economic war in the Gulf of Oman," 2017).

Security Issues

One of the most important challenges, the CPEC is facing, are the security challenges. A vast network of militant groups stretching from Xinjiang to Gwadar comprising of East Turkmenistan Movement, *Tehreek-e-Taliban* Pakistan, *Daesh* (ISIS), Balochistan Liberation Army, Balochistan Liberation Front etc. is playing the cards to materialize its interests through militant activities, kidnapping and targeting Chinese engineers and workers. Most of these groups might not have a clear enmity with China but doing all these activities to pressurize authorities in Pakistan to fulfill their nefarious designs (Abid & Ashfaq, 2015).

In Pakistan, centrifugal forces are criticizing the CPEC using different narratives. Moreover, blasting of gas pipelines, roads and railway tracks, kidnapping the Chinese workers and engineers and attacking the law enforcing agencies are some major steps intended to sabotage the CPEC internally. These forces do not want Balochistan and especially Gwadar to become a well-developed and growing economic hub for Pakistan. The local elements in Balochistan fear that the transformational changes and influx of the outsiders in the region caused by the CPEC will adversely affect their socio-economic and political hegemony ("Pakistan and China-Dark corridor," 2015).

Political instability and lack of inter-provincial harmony would be a major threat in the implementation of CPEC in its real essence. Ethno-centric regional political parties and small federating units have already expressed their reservations over the mysterious means and ways through which all the proposed projects under CPEC are being materialized in Pakistan. A number of "conspiracy theories" has been floated by the aggrieved parties because of the undue priority to the eastern routes of the CPEC and a belated development of its western routes by the political elites in Islamabad. As a consequence of the rumors about changing the proposed routes of the CPEC, the smaller federating units have registered their reservations and annoyance to the federal government. However, these apprehensions didn't become true so far. Both Islamabad and Beijing are also trying their best to address the said grievances by applying all the available channels to develop sophisticated interaction with the aggrieved political parties and provincial authorities (Falak, 2015).

Domestic Industry

The existing politico-economic canvas of Asia generally, and of South Asia specifically, is experiencing a new era of economic revival, bilateral and multilateral trade and regional connectivity. No doubt, CPEC has brought hope and optimism to regional development, progress and prosperity but at the same time, the mega projects costing billions of dollars have become a potential threat to the survival of small industries in Pakistan which have already suffered a great deal owing to the over-prolonged energy crisis and war against terrorism. Flooding of Chinese goods at comparatively cheaper rates will be a tangible concern for the domestic industry and its survival will become a challenge for both the entrepreneurs as well as the government (Ibrar et al., 2017). Moreover, it is feared that the economy of Pakistan would have to suffer a lot while repaying the loans taken from Chinese banks; voices are being raised that Pakistan should devise a comprehensive strategy to save her economy from these aftershocks of the CPEC.

Conclusion

The infrastructural and industrial development through CPEC will bring the economic stability which consequently will improve the socio-political situation specifically in Pakistan and generally in the region. Through CPEC, both Pakistan and China are struggling to overcome the energy crisis in Pakistan. The proposed projects, if materialized in proposed way, will augment the national grid and Pakistan will be able to overcome the menace of unscheduled load shedding. Comparatively cheaper and uninterrupted energy will change the industrial fate. Huge direct foreign investment will revolutionize the industry and generate the new employment channels in Pakistan. The operational CPEC expected to open doors to immense economic opportunities not only to Pakistan but will physically connect China to the markets of Asia, Europe and beyond, primarily through the Gwadar port. The port is strategically located at the foot on the Arabian Sea, at the mouth of Persian Gulf and only 200 miles from the Strait of Hormuz and handles more than 80 percent of the global trade. It will become the shortest and safest energy supply route for China which will save China from “naked and intolerable vulnerability”. Increasing Pak-China strategic cooperation and collaboration under CPEC will help Pakistan to counter the Indian hegemonic and nefarious designs in the region. The Pak-China strategic cooperation and interdependence will rectify the strategic imbalance in the South Asia developed by the increasing Indo-US strategic and economic collaboration. Pak-China closed relations will strategically balance the South Asia after the withdrawal of USA from Afghanistan. In the longer run, the CPEC will make China a real stake-holder in Pakistan’s security and stability. Enhanced mutual defense and strategic cooperation will be more helpful for Pakistan to counter the strategic imbalance in South Asia and to deal with non-traditional security threats. Joint multidimensional military trainings and exercises would create new opportunities for strategic cooperation. These capacity-building initiatives will empower both the states to eradicate the menace of high-seas piracy.

In order to achieve these ends, both Pakistan and China, however, should carefully read the intensity of internal and external threats and devise a comprehensive strategy to address all these issues. The Federal Government in Pakistan should take concrete steps required to promote and strengthen the inter-provincial harmony. All the stakeholders should be taken into confidence about all the pros and cons of the mega project in a transparent manner.

In short, CPEC is a comprehensive and multidimensional mega project for Pakistan, China and other regional countries’ trade and economy but, at the same time, it is igniting some complex strategic and economic issues particularly for Pakistan. To maximize the output of the CPEC, some of the critical issues ranging from political instability in Afghanistan, mistrusted inter-provincial harmony in Pakistan and worsening law and order situation in Balochistan need an urgent attention to be addressed. The CPEC will offer a safe and easier inter-regional transportation of goods and services hence will improve the respective regional economy.

Recommendations for Pakistan

- The Government of Pakistan should carefully devise a conclusive and comprehensive strategy to counter the evil designs of India, USA and Israel against the CPEC.
- In order to create and ensure the inter-provincial harmony, all the federating units as well as the major political parties should be taken on board and properly be informed and updated about its implementation.
- Concrete steps should be initiated to provide fool proof security to Chinese engineers, experts and workers and their installations.

- To address the grievances of the centrifugal forces active in various regions, the Government of Pakistan should step forward and necessary arrangements be made to address their reservations and collective efforts should be made to bring them in the mainstream politics.
- Government of Pakistan should ensure that unnecessary bureaucratic delays in the implementation of the projects would be avoided.
- The print and electronic media should be encouraged to play a vigorous role in order to thwart the external and internal propaganda campaign carried out against the CPEC.

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