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Print ISSN: [3006-2497](#) Online ISSN: [3006-2500](#)Platform & Workflow by: [Open Journal Systems](#)**Origin and Developmental Projects of China-Pakistan Economic Corridor (CPEC)****Mr. Muhammad Hassan**

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ABSTRACT

China-Pakistan Economic Corridor (CPEC) project begins in 2013 under the broad framework of Belt and Road Initiative (BRI) Project. CPEC includes infrastructural and energy projects. These projects were constructed during the time period of 2015-2022. Some these projects are still under construction. However, CPEC operationalization are facing issue in shape of terrorism and extremism. Regional Connectivity is also a part of the CPEC but due to deteriorated relations with Afghanistan, regional connectivity has also not been operationalized yet. Under the CPEC, inter-regional connectivity projects initiate such as Turkmenistan-Afghanistan-Pakistan-India (TAPI) gas pipeline project, Iran-Pakistan-India (IPI) gas pipeline project and Central Asia-South Asia (CASA)-1000 inter-regional electricity projects. However, all the energy projects initiated but the deteriorated relations with Afghanistan is an obstacle in the completion and operationalization of TAPI and CASA-1000 energy projects. However, this research work is qualitative with descriptive research designs and secondary sources have been utilized for it.

INTRODUCTION

CPEC is a corridor of the Chinese BRI project that aims to connect the underdeveloped Xinjiang Uyghur Autonomous Region (XUAR) with the Gwadar Port in Balochistan Province. In the CPEC project, the Karakorum Highway (KKH) is a land-based infrastructural route that can be considered as a part of the SREB, while China, Pakistan, Afghanistan and the CAR trade through the Gwadar port in the Arabian Sea can be considered as a part of the MSR. In this respect, it makes both the belts of the BRI, the SREB as well as the MSR operational (Bushra Hamid, 2020).

In May 2013, Chinese Premier Li Keqiang visited Pakistan and proposed the idea of the CPEC project, which officially commenced in July 2013. In 2015, Chinese President Xi Jinping visited Pakistan and inaugurated the CPEC project. During this visit, Xi Jinping signed 51 Memorandums of Understanding (MoUs) with Pakistan. After signing the MoUs, China invested \$46 billion but later increased it to \$62 billion. However, the CPEC project comprised of four stages; each stage has been described below in the table. Moreover, 74% of the \$62 billion allocated for the energy projects, 9% for the construction of the highways and motorways, 8% for the expansion of the high-speed railways in Pakistan, and the remaining 9% of the invested budget allocated for establishing the Special Economic Zones (SEZs), Gwadar port construction, and laying fiber optic cable.

YEARS	AREA OF DEVELOPMENTS
PHASE I (Early Harvest Phase) (2015-18)	• Power generations capabilities will be enhanced in Pakistan • The infrastructural networks will be spread in Pakistan whereas Xinjiang and Gwadar will be connected through this transport corridor. In this way China will get access to the Indian Ocean. • Gas pipelines will be laid down under this project.
PHASE II (Short term) (2018-20)	• Industrial cooperation and enhancement of the agricultural capabilities. • Establishing SEZ's • Creating job opportunities for both Chinese and Pakistani labors
PHASE III (Medium Harvest Phase) (2020-25) (Not initiated yet)	Transit Corridors to be constructed
PHASE IV (Long Term) (2025-30) (Not initiated yet)	To economically develop Pakistan and make South Asia an international economic zone by developing Gwadar Port in Balochistan.

(Arora, 2020).

To deliberate on the adoption of the strategy for the execution of the CPEC project, the Federal Government constituted the Joint Cooperation Committee (JCC) in Beijing. The supervision of the CPEC project is the responsibility of the JCC. Moreover, JCC also summoned the Chief Ministers of the Punjab, Sindh, Khyber Pakhtunkhwa, and Balochistan, aiming to consult the respective provinces in the decision-making process and in the policy formulation regarding the CPEC project. In this meeting, Chief Ministers of the respective provinces suggested that eight industrial zones should be constructed in the four provinces of Pakistan. Besides, the then Minister for Planning, Development, and Reforms Ahsan Iqbal, declared that any project detrimental to the autonomy of the provinces of Pakistan would not be initiated (Faisal, 2017).

EARLY HARVEST PHASE

In the early harvest phase of the CPEC, the energy and infrastructural projects have been mentioned which are being discussed below:

ENERGY SECTOR DEVELOPMENT

Pakistan is an energy-deficient country; this deficiency affects industrial production in Pakistan. Pakistan expected that the CPEC project could overcome the energy shortage and enhance its energy generation capability. Therefore, \$33 billion has been invested in Pakistan's energy sector, aimed to

establish hydel, thermal, coal, wind, and solar power plants (Jaleel, 2020). Under the CPEC project, 21 power projects have been initiated to enable Pakistan to generate 12000 Megawatts (MW) of electricity (Iqbal, 2022).

QUAID-E-AZAM SOLAR PARK, BAHAWALPUR

The Quaid-e-Azam Solar Park (QASP) is in Bahawalpur. Its electricity generation capacity is 400-600 MW. However, the project was given to the Chinese-based company Zonergy, financed by the Independent Power Producers (IPPs) and was initiated with the coordination of the Ministry of Energy and supervised by the Punjab Power and Development Board (PPDB). This project has been completed since August 2016. Moreover, \$781 million was allocated for this project, and it has been completed at a cost of \$581 million (CPEC, n.d.). The solar park is located in the vicinity of the Bahawalpur Grid Station; the distance between the solar park and the Bahawalpur Grid Station is 500 meters. The electricity from QASP will be transmitted to the Bahawalpur Grid Station that will be utilized by the common people for fulfilling their domestic needs (Parvez, 2017). However, the solar power plant in its initial stages provided 100 MW of electricity. However, the electricity generation capacity was further increased to 300 MW. For power generation, 400,000 solar panels have been installed over 2000 hectares of land in Bahawalpur. To enhance power generation capacity to 1050 MW, the Alternative Energy Development Board (AEDB) decided to initiate three new power projects (Nation, 2022).

KOHALA HYDRO-POWER PROJECT (KHPP)

The Kohala hydropower station, located on the Jhelum River, will generate electricity up to 1124 MW (CPEC: n.d.). However, China invested \$2364.05 million in this project. The China's Three Gorges Company (CTGC) initiated this project with the coordination of the Ministry of Energy. The project was financed by the IPPs. The construction work on the project is continued under the supervision of the Private Power and Infrastructure Board (PPIB) (Khokhar, 2021). The National Electric Power and Regulatory Authority (NEPRA) has acquired a tariff; however, the company has acquired the Non-Objection Certificate (NOC) from Azad Jammu and Kashmir (AJK) Government (Times, 2019). The dam for the power generation is situated near Sarran Village in 40 kilometers distance from Muzaffarabad, and a 20-kilometer-long tunnel has been constructed, which will connect the dam with the powerhouse at Barsala. The date of completion of the project is 2025 (Observer, 2022).

In June 2020, a tripartite agreement was signed between the Prime Minister of AJK Raja Farooq Haider, Chinese Ambassador in Pakistan Yao Jing, and Chairman of the CPEC Authority Lieutenant General Asim Saleem Bajwa to start the construction process on the KHPP over the Jhelum River. The signing ceremony was held in the presence of the then-Pakistani Prime Minister Imran Khan. During the signing ceremony, Prime Minister Imran Khan expressed his view that this project will reduce the dependency on the fuel imports from other countries for generating the electricity (News, 2020).

According to *the Daily Times Newspaper*, \$2.7 billion was invested in the KHPP. However, the power station will be given to AJK after 30 years free of cost. The construction of the power project will take 6.5 years and can create job opportunities for the indigenous people of AJK. The CTGC has also taken measures for reducing the environmental impacts of this power project over AJK and its vicinities. The Environmental Flow (E-Flow) system has been adopted for the power generation through the Kohala Hydro-Power Project, which will generate the electricity for AJK and Muzaffarabad and will also maintain

the pollution-free environment in AJK (Times, 2019). However, this project was suspended because Pakistani power generation companies did not clear the dues of more than Rs550 billion to the Chinese IPPs, due to which China Export and Credit Insurance Corporation (CECIC) was reluctant to provide insurance for the project. Moreover, the CTGC demanded the revival of the hydropower project (Kiani, 2024). In April 2025, the PPIB provided a Letter of Support (LoS) to the project and extended its validity from 2025 to 30th September 2027. The CTGC acquired 4607 Kanal land for the development of the project, including financing, engineering, procurement, construction, operation, and maintenance on the basis of Build-Own-Operation and Transfer (BOOT). The company also paid the compensation to those affected due to the project (Ghumman, 2025).

KAROT HYDRO-POWER PLANT (KHPP)

In 2016, the KHPP was initiated. However, the project has been completed on 29th June 2022. The power plant is currently operational. It has the capacity to generate 720 MW of electricity. The KHPP has been installed on the Jhelum River. The cost of this project was \$1720 million. The CTGC executed the project with the coordination of the Ministry of Energy. The IPPs financed and the PPIB supervised this project. The power plant is located on the trans-border district of the Punjab and AJK (CPEC, n.d.). The KHPP would transmit 3.2 billion kilowatts of electricity to the national grid station to fulfill the demand of 5 million consumers every year. During the construction of this power plant, 5000 jobs were created in which the local people of the Punjab and AJK were recruited. However, the scholarships were also awarded to the 40 local students (Today, 2022).

SUKI KINARI POWER PROJECT (SKPP)

The SKPP constructed on the Kunhar River at Mansehra in Khyber Pakhtunkhwa. The power project was initiated in 2017. However, the power project has been completed on 13th September 2024. The power plant is currently operational (Secretariat, n.d.). It has the electricity generation capacity of 870 MW. The power plant has been spread on 2793 Kanal land. Besides, Rs.1.3 billion royalty will be paid to the KP government for power house. The construction of the power plant was given to China Gezhouba Group Company (CGGC). Moreover, \$1800 million has been spent on it. The project was financed by the IPPs, and money was lent from the China Import Export Bank and the Commercial Bank of China (Khan, 2017).

PHANDAR AND GILGIT KIU HYDRO POWER PROJECT

This project has not been initiated yet, but the proposal has been submitted to the Federal Government since 2020. The Phandar power project will have a capacity to generate 80 MW of electricity, and the Gilgit KIU power project will have a capacity to generate 100 MW of electricity. The projects are awaited for the approval of the proposals from the Federal Government (Hussain, 2021).

DAWOOD WIND POWER PROJECT (DWPP)

In 2017, the DWPP was completed. The power plant is located in the Gharo area of District Thatta in the Province of Sindh. The power plant is currently operational. It has the capability to generate 50 MW of electricity. The total area of the power plant is 1720 acres. Under this project, 500 jobs were created. The DWPP produces 130 million kilowatt-hours of electricity in a year, and up to one lakh houses are utilizing it (Observer, 2020). However, the cost spent on this project was \$112 million. The Hydro

China Dawood Power Private Limited (HDPPL) executed this project. The IPPs financed the project with the coordination of the Ministry of Energy and the AEDB supervised this project (Authority n.d.).

UEP JHIMPIR WIND POWER PROJECT (JWPP)

In June 2017, this project was completed and is located in the Jhimpir area of District Thatta. The cost spent on this project was \$250 million. The power plant is currently operational. The power plant has the capability to generate 100 MW of electricity. The UEP Wind Power Private Limited (UEPWPPL) executed this project with the coordination of the Ministry of Energy. The IPPs financed this project. The execution and financing of the project was accomplished under the supervision of the AEDB (CPEC n.d.). On 30th November 2022, Federal Minister for Power and Electricity Khurram Dastagir inaugurated two new power plants in the Jhimpir area of District Thatta; one is 60 MW power plant of Metro Wind Power Limited, and the other is 50 MW power plant of Gul Ahmad Electric Limited in the Jhimpir area of District Thatta (Times, 2022).

SACHAL WIND POWER PROJECT (SWPP) AND THREE GORGES, SECOND & THIRD WIND POWER PROJECT (TGSTWPP)

In December 2015, the construction of the SWPP began. The project has been completed in 2017. The power plant is currently operational. The Sachal Energy Development (SED) executed this project. The IPPs provided financial assistance to this project. The AEDB with the coordination of the Ministry of Energy supervised this project. The power plant has the capability to generate 49.5 MW of electricity. The cost spent on the project was \$134 million. In 2016, the TGSTWPP was initiated. The project has been completed in 2018. The cost spent on the project was \$150 million. The power plant has the capacity to generate 100 MW of electricity. The Three Gorges Second Wind Farm Private Limited (TGSWFPL) and Three Gorges Third Wind Farm Private Limited (TGTWFPL) executed this project with the coordination of the Ministry of Energy and supervised by the AEDB. The IPP's provided financial support for this project (Khokhar, 2021).

PORT QASIM COAL POWER PLANT (PQCPP)

In April 2018, the construction of the PQCPP was completed. The power plant is located at Port Qasim, Karachi. The power plant has the capacity to generate 1320 MW of electricity. The cost spent on this project was \$2 billion. During the construction of this project, 7000 people were employed (4000 from Pakistan and 3000 from China). After the completion and operationalization of the project, 1270 people have been employed (960 from Pakistan and 310 from China). To operate the power plant, training was required. Therefore, 150 Pakistani engineers were sent to China for training. Moreover, 69000 mangrove trees were sown near Port Qasim to maintain the environment (Arrfat, 2019).

There were two companies involved in the development and construction of the PQCPP. The companies were Power China Company and Al Mirqab Capital, a Qatar-based company. The Chairman of the Power China Company, Chen Yuming, expressed that PQCPP is an efficient one. To produce electricity, the power plant will consume coal. The electricity generated from this power plant will resolve the electricity issue of 18.8 million people living in Karachi. In 2018, it had received the Environmental Protection Excellence Award. An amount of \$240 million was paid to the federal and local government in the form of taxes and duties for this project (Times, 2019).

SAHIWAL COAL FIRE POWER PLANT (SCFPP)

In 2015, the SCFPP project was initiated. The project was completed and operationalized in 2017. The power plant is located in Qadirabad. The power plant location is 160 kilometers away from Lahore. The power plant is located at an equal distance from Lahore, Multan, and Faisalabad. Therefore, it is called the power hub of Pakistan. The power plant transmits 500 KV electricity to Lahore Grid Station through a transmission line (Rauf, 2020). There were two Chinese companies involved in the construction and development of the SCFPP project. These companies were the Huaneng Shandong and the Shandong Ruyi Technology Group Limited (HSSRTGL), and both companies have a 50% share in this project. The cost spent on the project was \$1.44 billion. The power plant has the capacity to generate 1320 MW of electricity. It employed 5500 people (2730 from Pakistan and 2770 from other countries) during the construction phase. However, in this project, the people of the Districts of Okara, Pakpattan, and Sahiwal were employed. After the completion and operationalization of this project, 1778 people have been employed (1107 from Pakistan and 671 from other countries). Moreover, 30000 trees were sown near the power plant to maintain the environment (Zia, 2018).

RAHIMYAR KHAN COAL POWER PLANT

In 2016, the Government of the Punjab and the Chinese Huaneng Shandong Company signed agreements. According to these agreements, two power plants will be constructed in Rahimyar Khan. The power generation capacity of each power plant will be 660 MW, and both power plants will generate 1320 MW of electricity. The cost that will be spent on this project is \$2 billion (International, 2019).

THAR COAL POWER PROJECT (TCPP)

In 2016-17, the construction of the TCPP project Block I began and then completed on 10th July 2019. The power plant is currently operational. The power plant has the capacity to generate 660 MW of electricity. The China Machinery Engineering Corporation (CMEC) executed the project in coordination with the Ministry of Energy. The project was supervised by the PPIB. The IPPs financially supported the project. The cost spent on the project was \$995.4 million (Khokhar, 2021).

ENGRO THAL II LIGNITE MINING THAL NOVA COAL POWER PROJECT AND THAR COAL POWER PROJECT (ETLMTNCP)

In March 2019, the ETLMTNCP project was completed. The cost spent on this project was \$850 million. The power plant has the capacity to generate 660 MW of electricity. The land area of power plant is 9000 km². The CMEC executed the project. The power plant is located in the Tharparkar District of Sindh. The power plant is also connected with the National Grid Station. The CMEC will extract 175 million tons of coal. The extracted coal will be used to generate electricity. Moreover, there are shares of each company in this project, including the Government of Sindh. In this project, the share of the Sindh Government is 52.1%, Thal Limited 12.8%, Engro Power Generation Limited 12.8%, Habib Bank Limited 9.5%, Hub Power Company 8.5%, and CMEC 4.3% (Bukhari, 2021).

HUBCO COAL POWER PROJECT (HCPP)

In 2016-17, HCPP was initiated. The power project is located in Hub, Balochistan. The power project has been completed in October 2019 and is currently operational. The power plant has the capacity to generate 1320 MW of electricity. The cost spent on the project was \$1912.2 million. The China Power Hub Generation Company Private Limited (CPHGCPL) executed the project with the

coordination of the Ministry of Energy. The IPPs financed the project. The project was supervised by the PPIB (Khokhar, 2021).

HUBCO THAR COAL POWER PROJECT (HTCPP)

In 2019-20, the HTCPP power project Block II began. The power project has been completed on 17th February 2023 (Tribune, 2023). The HUBCO and CMEC executed the project in coordination with the Ministry of Energy. The IPPs extended financial support for the project. The project was completed under the supervision of the PPIB. The cost spent on the project was \$497 million. The power plant has the capacity to generate 330 MW of electricity (Khokhar, 2021).

GWADAR COAL POWER PROJECT (GCPP)

In 2020, the GCPP project has been initiated. The China Communication Construction Company (CCCC) executed this project in coordination with the Ministry of Energy. The IPPs provided financial assistance to the project. The construction process is under the supervision of the Gwadar Port Authority (GPA) and the Gwadar Development Authority (GDA). The power plant will have a capacity to generate 330 MW of electricity (CPEC, n.d.).

INFRASTRUCTURAL PROJECTS

KARAKORUM HIGHWAY (KKH) (ISLAMABAD-HAVELIAN PHASE I) AND (HAVELIA-THAKOT PHASE II) (THAKOT-RAIKOT PHASE III)

The first phase of the KKH is Islamabad-Havelian. Its distance is 120 kilometers. The cost spent on the construction of the road was \$1366 million. The project was initiated during the early harvest phase of the CPEC. The M/S China Communication Construction Company Limited (CCCC) executed this project. The project has been completed under the supervision of the National Highway Authority (NHA). The highway passed through 105 bridges and 67 tunnels (Naz, 2020). Moreover, the second phase of the KKH is Havelian-Thakot. Its distance is 126 kilometers. The cost spent on the project is \$719.8 million. The construction of this road has been completed in 2019. The third phase is from Thakot-Raikot. Its distance is 285 kilometers. Besides, China Exim Bank will finance this project (Bibi, 2023).

In May 2024, the Central Development Working Party (CDWP) proposed a mega scheme for the approval of the prime minister and demanded the sanctioning of the Thakot-Raikot part of the KKH Highway. The cost approved for the project is \$2 billion. The CDWP approved the budget for the project. Moreover, the authorities also intended to upgrade the Thakot-Dasu section of the KKH. They also decided to give a bypass road from the Thakot-Dasu section to the Dasu Dam. The timeframe provided for the completion of the project is five years (Rana, 2024).

PESHAWAR-KARACHI MOTORWAY (MULTAN-SUKKUR SECTION)

The Peshawar-Karachi motorway extended to Sukkur through Multan. Under the CPEC framework, it has been considered the largest infrastructural project. The Peshawar-Karachi Motorway connected the two cities, passing through the Punjab Province. With the construction of this motorway, the distance has been reduced from 463 kilometers to 392 kilometers (from Multan to Sukkur and vice versa). In this way, the travelling time has been reduced, and the highway can save 4 hours of travelling time. The motorway consists of 10 flyovers, 11 interchanges, 426 underpasses, and 54 bridges. However, the cost spent on the project was \$2.94 billion (Zia, 2017).

The construction work on the project was initiated in August 2016. On 19th December 2015, the Executive Committee of the National Economic Council (ECNEC) approved the project (Pakistan, 2019). The China State and Construction Engineering Corporation Limited (CSCECL) executed the project. The CSCECL collaborated with the National Highway Authority (NHA) in the execution and accomplishment of the project. The Karachi-Lahore Motorway section is a six-lane road, and the distance is 1148 kilometers. The project has been completed since 5th November 2019 (Secretariat, n.d.).

HAKLA-D.I.KHAN AND D.I.KHAN- ZHOB-KHUZDAR-BASIMA HIGHWAY

The construction work on the Hakla-D.I. Khan Motorway started in 2016. The construction work has been completed in January 2022 (Secretariat, n.d.). The length of the highway is 285 kilometers from Hakla to D.I. Khan. It is a four-lane road. The cost spent on the project was Rs110. 208 billion. This road will be extended from Yarik to Zhob. The distance is 210 kilometers. It is a two-lane road and will be upgraded gradually up to six lanes. The amount allocated for the project is Rs76 billion. The construction work on the Yarik-Zhob highway started in 2016-17. The highway from Zhob will be connected with the Khuzdar-Basima Highway. The length of the road (Zhob-Khuzdar-Basima) is 110 kilometers. It is a two-lane road. The amount spent on this project was \$19 billion (Khokhar, 2021). The construction work on the Khuzdar-Basima Highway has been completed in 2023 (Secretariat, n.d.).

NOKUNDI, MASHKEL AND PANJGUR ROAD PROJECT

The length of the Nokundi, Mashkel, and Panjgur Road Project is 200 kilometers. The length of the Nokundi-Gamilandi is 90 kilometers. The Nokundi-Gamilandi road connected with the local roads of the Mashkel, Qila Ladgasht, and Kuchlak areas and reached Panjgur. The distance of the Mashkel, Qila Ladgasht-Kuchlak-Panjgur section is 110 kilometers (Authority, 2019).

GILGIT- SHANDUR-CHITRAL LINK ROADS, ROAD FROM CHITRAL VIA DIR CONNECTING WITH SWAT MOTORWAY

In late 2013, the people of Chitral and Gilgit Baltistan (GB) demanded the link road from the KKH to connect Chitral-GB-Shandur with the KKH. This link road will be called the Hindu Kush Highway. The Chief Ministers of the GB and KP requested the CPEC authorities to add this project in the CPEC framework. In 2017-18, in the 6th JCC meeting, the project has been added to the CPEC framework. The estimated cost of the project is Rs27 billion (Khan, 2019).

The length of the Gilgit-Gahkuch section is 64 kilometers. This road will be extended from Gilgit to Shandur via Shandur Pass and it will be connected with Chitral. The road was constructed from Booni to Chitral. The length of the Booni-Chitral road is 80 kilometers. However, this road has been linked with the Swat Motorway (Committee, 2016). The length of the Gilgit-Chitral Highway is 216 kilometers (Tribune, 2018). The length of the Shandur-Chitral Highway is 153 kilometers (Times, 2021). The collective length of the Gilgit-Shandur, Shandur-Chitral via Booni, and the Chitral-Swat Motorway is 513 kilometers.

MIRPUR-MUZAFFARABAD-MANSEHRA ROAD

On 26th October 2020, the 8th Meeting of the Joint Working Group (JWG) was conducted. In this meeting, the proposal on the construction of the Mirpur-Muzaffarabad-Mansehra Road was proposed (Authority, 2019). On 30th May 2022, Prime Minister of Pakistan Shahbaz Sharif inaugurated the Mirpur-Muzaffarabad-Mansehra Road. The road, once constructed, can be expected to enhance tourism

opportunities because this road will link Kaghan with AJK. In the consequence of the construction of this road, the distance between Mansehra and Muzaffarabad will be reduced to 26.6 kilometers. The Mirpur-Mansehra-Muzaffarabad Road will be linked with the Hazara Expressway (Ali, 2022). The amount allocated for this project is Rs. 58 billion (Dawn, 2024).

ZHOB-QUETTA (KUCHLAK) HIGHWAY

There are five packages of the Zhob-Quetta Highway. The highway from Zhob-Tangi is Package I. Its length is 65 kilometers. The budget allocated for the package of the highway is Rs7.34 billion. The highway from Tangi-Qila Saifullah is Package II. Its length is also 65 kilometers. The budget allocated for Package II is Rs7.88 billion. The highway from Qila Saifullah to Nisai is Package III. Its length is 50 kilometers. The time period given for the completion of the construction of the three packages of the highway (Zhob-Tangi, Tangi-Qila Saifullah, and Qila Saifullah-Nisai) is 36 months (3 years) (Ali, 2023). The highway from Nisai-Khanozai is Package IV. Its distance is 65 kilometers. The highway from Khanozai to Kuchlak is Package V. Its length is 65 kilometers. However, the length of the highway from Zhob-Quetta (Kuchlak) is 310 kilometers. The highway is based on a four-lane road and will be upgraded to a six-lane road (Ali, 2022). The project will be executed by the National Highway Authority. The estimated cost of the project is Rs. 66,833 million (CPEC, n.d.).

KARACHI-QUETTA-CHAMAN HIGHWAY

The Karachi-Quetta-Chaman highway is a part of the western route of the CPEC. It is a two-lane road. The highway will begin from Karachi and will end in Quetta, where the highway will be further extended to Chaman. The length of the road is 796 kilometers. In January 2022, the former Prime Minister of Pakistan Imran Khan did the groundwork for the project (Times, 2022). However, Rs19 billion was allocated for this project and granted to the NHA. The NHA did not utilize the allocated amount for the project. The Balochistan High Court took notice of it in April 2024. Consequently, the court ordered to start the construction on the project as soon as possible (Express, 2024).

SURAB-HOSHAB HIGHWAY,

The length of the Surab-Hoshab Highway is 449 kilometers. The cost spent on the project was Rs. 17.97 billion. The project was completed in 2016-17 (Khokhar, 2020). The highway further connects with Gwadar, passing through the Hoshab and Turbat areas.

MAIN LINE PROJECTS

The Main Line (ML) Projects are composed of three lines: ML-1, ML-2, and ML-3. The ML projects will connect Karachi with Peshawar through railways. The travelling time from Karachi to Peshawar will be reduced. The amount allocated for the project is \$8.2 billion. The speed of the train will be from 105 km/h to 160 km/h. In the first phase of the ML-1, the track will be constructed from Peshawar to Multan, from Multan to Hyderabad, and from Hyderabad to Karachi. The construction of the Karachi to Shahdara track has been completed. The length of the ML-1 is 1687 kilometers. The length of the ML-2 is 1254 kilometers. The ML-2 starts from the Attock District of the Punjab Province to the Kotri District of Sindh, passing through the District of Dera Ghazi Khan of the Punjab and the Larkana District of Sindh. However, the last is the ML-3, which starts from the Kotlam Jam area of the Bhakkar District of the Punjab and ends in the vicinity of Quetta. The length of the ML-3 is 560 kilometers. The ML railways will be extended

to Quetta and Zhob by 2025 (Farooq, 2019). In May 2017, the ML projects were initiated. In 2020, ECNEC approved all the three ML projects (Yousafzai, 2022).

The Minister for Railways Hanif Abbasi declared that the government has decided to construct Phase 1, the Hyderabad-Karachi section of ML-1. If foreign institutions do not finance it. The country will construct it on their own (Hasnain, 2025). Presently, 34 trains are operating in Pakistan Railways. Once the ML-1 project will accomplish, the number of trains will be increased to 120 trains. There will be two phases of the project. In Phase I, the Karachi-Multan railway line will be constructed. In Phase II, the Multan-Peshawar railway line will be constructed (Tribune, 2025).

HOSHAB- TURBAT- GWADAR HIGHWAY

The highway starts from Hoshab and ends in Gwadar through Turbat. The length of the highway is 193 kilometers. This highway links all the routes: the western, central, and the eastern routes of the CPEC. The cost spent on the project was \$13 billion. In February 2016, the highway construction has been completed and inaugurated by the then Prime Minister of Pakistan Mian Muhammad Nawaz Sharif (Zafar, 2016).

KARACHI CIRCULAR RAILWAY

In 1964, the Karachi Circular Railway (KCR) was initiated. Initially, 104 trains were operating daily on the allotted routes to facilitate the movement of the citizens. The KCR progressed well till 1984. In 1999, no investment happened in the KCR and ultimately abandoned. However, in 2004-05, the KCR partially restarted its operations. In 2004-05 period, the KCR operated only on Pipri-Orangi routes. The length of this route was 60 kilometers (Brohi, 2021). In 2020-21, the government decided to enhance the KCR. The project received an investment of Rs 207 billion for this purpose. The route of the KCR will have three underpasses, a flyover (6.4 kilometers long), and 44 kilometers new railway track will be constructed. Once the KCR project is completed, the total traveling time will be reduced to 55 minutes. It will accommodate 50000 passengers. However, 14-kilometer railway (City Station-Orangi) has been completed and is operational. Since February 2021, on this KCR route, two trains have been operational. The Drigh Colony-Karachi Station portion of the KCR is 50% completed. Under the KCR, there will be 24 stations, 10 on the ground and 14 elevated (Siddiqui, 2021). In March 2022, ECNEC approved the KCR project (Pakistan, 2022).

GREATER PESHAWAR REGION MASS TRANSIT

The Greater Peshawar Region Mass Transit Project was initiated under the MoU between the KP Transport and Mass Transit Department and China Railway Construction Corporation Limited (CRCC). In the first phase, the Inter-Regional Commuter Rail System will connect Peshawar, Charsadda, Mardan, and Nowshera. In the second phase, the project will be extended to Swabi and Dargai. However, the project is under the feasibility process. The construction work on the project has not been started yet (International, 2019).

QUETTA MASS TRANSIT PROJECT

The JCC approved the Quetta Mass Transit Project. The project was included in the provincial headquarters' list of the CPEC. The JWG is working to complete the formalities of the initiation of the project. The feasibility of the project is in the process (Kazi, 2020).

ORANGE LINE METRO TRAIN PROJECT (OLMT)

In May 2014, the OLMT was initiated in consequence of the signing of MoUs between the Government of the Punjab and the Government of China (Chaudhry, 2019). In October 2015, the construction of the OLMT started. The length of the metro train route is 27 kilometers. The route starts from Ali Town and ends in Dera Gujran. The speed of the train is 80 km/h. There are 27 trains operating across this route. The OLMT facilitates 180000 passengers daily (Hussain, 2020). On 25th October 2020, the OLMT became operational (Xinhua, 2022). The OLMT has reduced the traveling time from Ali Town-Dera Gujran from 2.5 hours to 45 minutes. The OLMT has 26 stations on the entire route (Tribune, 2022).

HAVELIAN DRY PORT

The Havelian Dry Port has been decided to be constructed for facilitating the trade from Gwadar-China through the Karakorum Highway. The port is 5 kilometers away from Haripur District. However, Rs. 65 million has been allocated for the project (Naz, 2020).

KETI BANDAR SEA PORT DEVELOPMENT PROJECT

The Keti Bandar Seaport has not been initiated yet. If this seaport develops, it will facilitate Karachi-Gwadar trade. However, the distance between Karachi and Gwadar is 600 kilometers. Moreover, this seaport will be linked with the M5 (Multan-Sukkur Motorway) and M6 (Sukkur-Hyderabad) Motorway (Siyal, 2022).

GAS PIPELINE PROJECTS

There are two gas pipeline projects under the CPEC framework, which are the Turkmenistan-Afghanistan-Pakistan-India (TAPI) and Iran-Pakistan-India (IPI) gas pipeline projects. In 2015, the governments of the respective countries signed agreements for the initiation of these projects.

TURKMENISTAN-AFGHANISTAN-PAKISTAN-INDIA (TAPI) GAS PIPELINE PROJECT

In 2015, the Head of the States/Governments of Turkmenistan, Afghanistan, Pakistan, and India signed agreements. On the basis of these agreements; a gas pipeline will be constructed from Turkmenistan and will reach Pakistan via Herat and Kandahar areas of Afghanistan and then to Fazilka area of India through the areas of the Punjab and Sindh Provinces in Pakistan. The total length of the pipeline will be 1814 kilometers (Reyaz, 2015). The natural gas reserves are in abundance in Turkmenistan. Therefore, Turkmenistan wanted to export 33 billion cubic meters of gas to other countries. In 2020, the construction on the gas pipeline was announced. To overcome Pakistan's energy crisis, the TAPI gas pipeline project is very essential, as it will alleviate the energy crisis in Pakistan. The cost that will be spent on the project is \$7.8 billion (Kocak, 2016). The Minister of State for Petroleum in Pakistan, Musadik Malik, said that no financial approval was provided for the TAPI project. The project will take financial approval within three to four years (Yousafzai, 2022).

The Turkmenistan and Afghanistan governments revived the TAPI gas pipeline project on 11th September 2024. The Prime Minister of Afghanistan, Muhammad Hassan Akhund; the President of Turkmenistan, Serdar Berdimuhamedov; the Chairman of the People's Council, Gurbanguly Berdimuhamedov; and the Foreign Minister of Turkmenistan, Rashid Meredov, inaugurated the ceremony of the project on the Turkmenistan-Afghanistan border. However, Russia also showed interest in extending its Russian gas reserves and wanted to construct the Russia-Central Asia gas pipeline project. The Russian company Gazprom declared a plan for extending their natural gas reserves to

Central Asia. To materialize this plan, a pipeline will be constructed from the Western Siberia and then will be extended to Kazakhstan, Kyrgyzstan, Uzbekistan, and Turkmenistan and will ultimately be linked with the TAPI gas pipeline in Central Asia (Haider, 2024).

The President of Turkmenistan Serdar Berdimuhamedov instructed the Turkmen officials to speed up the construction work on the TAPI gas pipeline project. The worth of the TAPI is \$10 billion. The president also stressed the modernization of the energy sectors. On the TAPI gas pipeline project, the construction started in 2018. When the TAPI reached Afghanistan, security situation of Afghanistan became an impediment in its way, and the project did not proceed further. In this project, the Turkmenistan Company, Turkmengaz has 85% share, while Pakistan, India, and Afghanistan, each country has a 5% share. After three years of the re-emergence of the Islamic Emirates of Afghanistan, the construction work on the TAPI gas pipeline project resumed in September 2024. The Islamic Emirates of Afghanistan assured that 30000 Afghan troops will be deployed for the security of the TAPI project in the Afghan territory. In the current scenario, India is not interested in the TAPI project, due to which Pakistan also lost its interest in this project. However, Islamabad believes that inclusion of India in the TAPI project is essential (Haider, 2025).

The TAPI gas pipeline project will be effective for the Central Asian and South Asian regions. Pakistan and China are hopeful about the Iran-Pakistan-India (IPI) gas pipeline project, but IPI could not be accomplished due to US-imposed sanctions. However, in this situation the TAPI gas pipeline project will be more successful (Kaleji, 2025).

The Islamic Emirates of Afghanistan attitude towards Pakistan is very submissive, which perhaps deprives Pakistan from acquiring the TAPI gas reserves. Along with the Islamic Emirates of Afghanistan, there is another issue in Pakistan that emerged after the establishment of the Islamic Emirates of Afghanistan and that is terrorism in the shape of TTP and ethnic separatism in the shape of BLA. Both TTP and BLA currently did not damage any of the CPEC-related projects, but they are executing violent activities which are threatening the Chinese citizens and the CPEC project. However, besides these activities of the TTP and BLA, Pakistan and China are standing firm to accomplish the CPEC projects.

IRAN-PAKISTAN-INDIA (IPI) GAS PIPELINE

In 1990, Iran developed the idea to lay down the IPI gas pipeline project. At that time Pakistan was facing energy crises. It was an illusion that the IPI project could overcome the energy crises in Pakistan. Therefore, it was favorable for Pakistan. In 1995, Iran and Pakistan signed the IPI gas pipeline agreement. In 1995, it was the Iran-Pakistan gas pipeline project, but in 1999 India also joined the gas pipeline project, and this became the Iran-Pakistan-India gas pipeline project (Taldybayeva, 2018). This gas pipeline will export gas to Pakistan and India. The pipeline from Iran will reach to India, passing through the Nawabshah area of Sindh Province in Pakistan. The length of the gas pipeline will be 2700 kilometers. In the launching period, Iran will export 22 billion cubic meters of gas. Later, the quantity will be increased to 55 billion cubic meters. Out of 55 billion cubic meters, Pakistan will utilize 22 billion cubic meters, and India will utilize 33 billion cubic meters. The IPI gas pipeline will start from Asaluyeh city in Iran. The passage of the IPI gas pipeline will be the provinces of Kerman, Hormozghan, Farz, and Sistan Balochistan in Iran, which will cover about 1100 kilometers in Iran. The pipeline will pass from Gwadar, Balochistan, and will reach Nawab Shah area of Sindh Province. In Pakistan, the length of the pipeline

will be 780 kilometers, 665 kilometers in Balochistan Province and 115 kilometers in the Province of Sindh. Moreover, in 2019, the National Iranian Gas Company (NIGC) and Inter-State Gas Systems in Pakistan unanimously declared that a concrete solution should be developed for the completion of the IPI project. The cost required for the completion of the project is \$158 million. Despite US pressures, Pakistan is committed to complete the IPI gas pipeline project, as declared by Pakistan's Foreign Secretary Mumtaz Zahra Baloch in March 2024 (Rafique, 2024).

In the construction and extension of the IPI gas pipeline project, the impediment in its completion is US pressure on Pakistan to not be involved in trade and economic relations with Iran. The reason behind this is the US sanctions on Iran due to the Islamic government and Iran's Islamic laws which are unfavorable to the US. Moreover, Iran is acquiring the nuclear energy components, and this is a threatening situation for the US interests in the Middle East. Under these circumstances, Pakistan is unable to pursue the gas pipeline project. In September 2024, Iran enraged because the project has not been completed yet after passing 30 years since the signing of the IPI gas pipeline agreement. Therefore, Iran brought Pakistan to the International Court for breaching the contract over delaying the pipeline project construction. Any fine imposed on Pakistan, its consequences will be unbearable, as Pakistan is suffering from economic crises and foreign debts (Ali, 2025).

SHORT TERM PROJECTS PHASE (2018-2020)

INDUSTRIAL COOPERATION AND ENHANCEMENT OF AGRICULTURAL CAPABILITIES

Under the CPEC project, industrial cooperation is linked with the regional integration. The regional integration will be a key success for Pakistan, as it will become a transit route for China-Central Asia and Afghanistan's trade with other countries through the Gwadar port. In Pakistan, through joint cooperation of China and Pakistan, a transportation web has been established. In a similar way, a web of Special Economic Zones (SEZs) spread in different Provinces of Pakistan. The web of SEZs will enhance the industrialization process in Pakistan and consequently, it will boost Pakistan's industrial productivity. Moreover, different countries, and particularly China will invest in the industries of the SEZs, which will attract foreign investment in Pakistan. This will make Pakistan a trade hub. As a result, Pakistan will make its place in the international market (Khan, 2017). To boost industrial cooperation and the industrialization process, nine SEZs are established across the country. The SEZs are as follows: Bostan Industrial Zone in Balochistan, Rashakai Special Economic Zone in Nowshera, Momand Marble City in Momand District, Dhabeji Special Economic Zone in Thatta, Sindh, Port Qasim Special Economic Zone, Karachi, Allama Iqbal Industrial City in Faisalabad, Islamabad Capital Territory (ICT) Model Industrial Zone in Islamabad, Mirpur Industrial Zone in Azad Jammu and Kashmir, and the Moqpondass Special Economic Zone in Gilgit Baltistan. Moreover, under these SEZs, about 2 million job opportunities will be created for the citizens of Pakistan (Mahmood, 2018).

The regional trade and industrial expansion will lead Pakistan to acquire modern agricultural technology to enhance its agricultural productivity. Under the CPEC project, modern agricultural techniques will be adopted. This will enhance Pakistan's crops' productivity. Moreover, Pakistan's dependence on the imported soya beans will be reduced to 76% (Observer, 2021). Expectedly, Pakistan will also acquire quality seeds, which will enhance the productivity of agricultural products in Pakistan (Khan, 2021).

The China-Pakistan industrial cooperation under the CPEC project is complementary because China's aim is to get access to the untapped natural resources. However, still under the CPEC project, the agricultural cooperation will improve crop yield, meat, and milk production and will also enhance the fishery sector in Pakistan. In this framework, China exports are seeds, pesticides, fertilizers, agricultural machinery, and other things related to the food productivity that can enhance Pakistan's agricultural capabilities (Jun, 2023). In Pakistan, the agricultural productivity and the agricultural market enhancement is linked with the infrastructural development under the CPEC project in Pakistan, which will also enhance the transportation facilities in Pakistan as well as the transportation of agricultural and industrial products in Pakistan (Fahad, 2023).

SPECIAL ECONOMIC ZONES (SEZ'S)

To eliminate and repudiate the regional disparities, the SEZs are very essential. The SEZs play a significant role in providing employment to the people, particularly in those areas where the SEZs are established. Consequently, for running the industries in the SEZs, the employers and other engineers will provide skill education to their labor force regarding how to use the advanced machines and produce the products. The SEZs will attract local, national, and foreign investments, which will boost the industrial development and productivity. There is transportation, cultural, and educational facilities linked with the SEZs. However, there are 9 SEZs that have been constructed or are under construction in Pakistan:

1. Bostan Industrial Zone, Pishin, Balochistan.
2. Rashakai Special Economic Zone, Nowshera, Khyber Pakhtunkhwa.
3. Mohmand Marble City, Momand District (erstwhile Federally Administered Tribal Area (FATA)).
4. Dhabeji Special Economic Zone, Thatta, Sindh.
5. Port Qasim Special Economic Zone, Karachi, Sindh
6. Allama Iqbal Industrial City, Faisalabad, Punjab
7. Islamabad Capital Territory Model Industrial Zone, Islamabad.
8. Mirpur Industrial Zone, Azad Jammu and Kashmir.
9. Moqpanass Special Economic Zone, Gilgit Baltistan (Mahmood, 2018).

BOSTAN INDUSTRIAL ZONE (BIZ)

In the Pishin District of the Province of Balochistan, BIZ is located. The area of the industrial zone is 1000 acres. Its distance is 23 kilometers from Quetta, 32 kilometers from Quetta Dry Port, 713 kilometers from Karachi Port, and 976 kilometers from Gwadar. The BIZ will supply gas, electricity, and water to the province (Abbas, 2017). In November 2016, the construction on 200 acres of land has been completed. The amount allocated for the development of the industrial zone is Rs2.5 billion. In this industrial zone, the citizens of Ziarat, Qila Saifullah, and Qila Abdullah will be employed. In this industrial zone, there are industrial units of food processing, agricultural machinery, pharmaceuticals, motorbike assembly, chromite and ceramic industries, ice and cold storage, electrical appliances, and the halal food industry (Times, 2021).

RASHAKAI SPECIAL ECONOMIC ZONE (RSEZ)

In the Nowshera District of KP, RSEZ is located. The area of the RSEZ is 1000 acres. The distance of the RSEZ is 39.6 kilometers from the Azakhel Dry Port, 60 kilometers from Peshawar, 90 kilometers

from Islamabad, 111.6 kilometers from the Torkham Border, and 800 kilometers from the Khunjerab Pass. It will attract foreign direct investment (FDI). The RSEZ is located in the epicenter of KP. The RSEZ is near to China and Afghanistan as well as to Central Asia. In the consequence of the agreement between the Khyber Pakhtunkhwa Economic Zone Development and Management Company (KPEZDMC) and China Road & Bridge Corporation (CRBC) in April 2019, the construction process of the RSEZ started. Phase I of the RSEZ has been completed and launched on 28th May 2021. The investment process also began in the RSEZ. The amount allocated for the development of the RSEZ was \$128 million. The industries in the RSEZ are related to processing and manufacturing, home appliances, pharmaceuticals, home building material, automobiles and parts, agriculture and horticulture, and wholesale markets (CPEC, n.d.). The allotted land for the industrial units is 42 acres. The amount invested in the RSEZ is Rs. 11.826 billion. In this SEZ, 2500 people will be employed (Tribune, 2022). In September 2020, 10 MW of electricity has been provided in Phase I. In Phase II, 160 MW of electricity will be provided. In Phase III, 50 MW of electricity will be transmitted to the RSEZ. The RSEZ did not acquire NEPRA license for electricity. In the RSEZ, the gas facility and internal infrastructure is completed and currently operational (Liaquat, 2025).

MOMAND MARBLE CITY (MMC)

The MMC is located at Mohmand District. The area of the MMC is 350 acres. The then Chief Minister of KP Mahmood Khan approved the acquisition of 2000 acres of land. Consequently, the government will shift the marble factories from Warsak Road, Malagori, and Shabqadar to the MMC (Tribune, 2021). The MMC has been converted into the SEZ in January 2021. This will make the Mohmand District a hub of jobs and businesses for the neighboring districts, like Bajaur, Kurram, Khyber, and the North and South Waziristan Districts, which are suffering from poverty and unemployment. This SEZ will provide job opportunities to 18000 people. The Pakistan Stone Development Company (PSDC) established the marble industry after attaining the SEZ status (Times, 2021).

DHABEJI SPECIAL ECONOMIC ZONE (DSEZ)

In the Thatta District of Sindh, the DSEZ is located. The land of the DSEZ is 1530 acres. According to the scheme in the Annual Development Plan, 10 million gallons of water will be supplied to the DSEZ (Recorder, 2022). The DSEZ is located near Bin Qasim Port, which is very beneficial for transporting the finished products from the DSEZ to the port and raw material from the port to the DSEZ. The distance between Gwadar and the DSEZ is 700 kilometers. There are 130 heavy industries, 245 medium industries, 211 light industries, 82 warehouses, commercial areas, office areas, grid stations, roads, lanes, mosques, recreation areas, captive power generation facilities, Pakistan Telecommunication Limited (PTCL), Sui Southern Gas Company (SSGC) and the K-Electric intake points, which will be established in the DSEZ (Raza, 2021). It has been expected that the DSEZ will attract \$5 billion in investments. It will also generate 200,000 direct and indirect jobs, in which the citizens of Sindh Province will be employed. The Special Assistant to the Chief Minister Syed Qasim Naveed disclosed that the construction on the DSEZ will begin in September 2022 (Times, 2022).

INDUSTRIAL PARK PAKISTAN STEEL MILLS PORT QASIM (IPPSMPQ)

In Karachi, IPPSMPQ will be established. The land area of the IPPSMPQ is 1500 acres. The IPPSMPQ is directly accessible to the Karachi Seaport. It will attract investors to establish industries such

as automotive manufacturing, steel, chemical-based industry, foundries and fabrication, pharmaceuticals, garments, warehousing and logistics, etc (Akbar, 2021).

ALLAMA IQBAL INDUSTRIAL CITY (AIIC), FAISALABAD

In 2020, the construction work on the AIIC commenced. The AIIC is located in Faisalabad. The land allocated for the city is 3127 acres. However, 2276 acres of land have been acquired and 33% (751 acres) of the land has been bought by 69 investors. The industrial city is located in the vicinity of the Faisalabad-Multan Motorway. The industries related to textiles, pharmaceuticals, information technology, chemicals, automotive, service complexes, etc. will be established in this industrial city. The cost to be spent on the industrial city is \$1780 million. During the construction of the industrial city, 5000 people will get jobs (Tribune, 2021). In April 2021, its first phase was completed. After the completion of the first phase of the industrial park, more than 10 companies established their industries. Pakistan expects a \$250 billion investment in this industrial city (Malik, 2021).

ISLAMABAD CAPITAL TERRITORY MODEL INDUSTRIAL ZONE (ICTMIZ), ISLAMABAD

On 18th July 2023, ICTMIZ has been inaugurated. The construction on the project has been started. The industrial zone is located near T-Chowk in Rawat, Islamabad. The land area of the industrial zone is 1000 acres. It is expected that the industrial zone will attract \$2.5 billion investment. It will create 1000 job opportunities. In this industrial zone, low-carbon industries will be established and promoted (Tehreem, 2024). The industries established in this industrial zone will be related to steel production units, food processing plants, pharmaceutical manufacturing factories, and printing and packaging industries. Once the project is accomplished, it will create 50000 employment opportunities (Hanif, 2019).

MIRPUR INDUSTRIAL ZONE (MIZ), AZAD JAMMU AND KASHMIR

In Azad Jammu and Kashmir, the MIZ will be established. The land area allocated for the industrial zone is 1100 acres. However, 178 acres have been acquired, and the remaining land is in the process of recognition. The total cost to be spent on MIZ is Rs. 6.749 billion (Wasim, 2019).

MOQPONDASS SPECIAL ECONOMIC ZONE (MPSEZ), GILGIT BALTISTAN

In the Rahimabad Village of Nagar District of Gilgit Baltistan, the MPSEZ is situated. The land area of the MPSEZ is 250 acres. The MPSEZ is in feasibility stages. The industries to be established in the MPSEZ will be related to marble/granite, steel, iron ore processing factories, fruit processing industries, mineral processing industries, and leather industries (Zaidi, 2019).

CREATION OF JOB OPPORTUNITIES

Under the CPEC project, 700000 employment opportunities will be created for the citizens of Pakistan. In the construction of coal, hydel, thermal, wind, and nuclear power plants and during the construction of the SEZs, 75000 jobs were created. According to the study of the CPEC Center of Excellence, CPEC will generate about 1.2 million jobs (Tribune, 2019).

In the EHP, 30000 jobs were created for the citizens of Pakistan. The projects that will be initiated in the next 15 years will generate 80000 employment opportunities for the people of Pakistan. In the under-construction process, 16000 people, including laborers and engineers were recruited. In the construction of the Port Qasim Coal Power Plant, 5000 job opportunities were created. Similarly, during the construction process of the Sahiwal Coal-Fire Power Plant Project, 5000 jobs were generated. In the

Zonergy Solar Power Project construction, over 3000 people were employed, out of which 300-500 people were engineers. In the Suki Kinari and Karot Hydro Power Projects, 6000 people got employment, in which the majority of the people were either civil or electrical engineers. Moreover, during the construction of the infrastructural projects of the CPEC project, about 13000 employment opportunities were created in which 75 percent were Pakistanis (Jabri, 2018). It has been emphasized that under the CPEC project further employment will be provided in which the maximum salary will be Rs. 250000 per month, whereas the lowest salary will be Rs. 16000 per month (Ali, 2022).

CONCLUSION

To conclude, the infrastructural projects were initiated to pacify the transportation of the trade goods between China and Pakistan. The most significant infrastructural project is the Karakorum Highway (KKH) because this highway has to transport the trade goods from Gwadar to China. However, these infrastructural projects have also enhanced the transportation of goods within Pakistan. The energy project was initiated because it is a prerequisite for the industrial production. Without electricity and natural gas, there will be no industrial production. Moreover, the SEZs are also the significant part of the CPEC project because most of the industrial units will be established in these SEZs. Besides, these SEZs would also provide employment opportunities to the people of the concerned provinces and particularly to the people of that area where the SEZs are established.

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