

## **The China-Pakistan Economic Corridor (CPEC): Opportunities and Challenges with Special Reference to Balochistan**

By

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### **Abstract:**

*China-Pakistan Economic corridor is a game-changing project between China and Pakistan. This corridor provides opportunities for economic Development to Pakistan especially to the people of Balochistan. This research paper determines the concept of CPEC in the specific context of socioeconomic life of local people of Balochistan. It will look the positive and negative aspects of the projects by taking the local resident into consideration. This study tends to rely on Mixed Research Approaches in order to explain the use, values and interpretation of concepts.*

**Keywords:**CPEC, Balochistan, Economic Prosperity, Challenges etc.

### **Introduction:**

Pakistan and China have successfully developed very strong bilateral economic relations over the years; consequently, emerged as one of the chief trading partners in the world. After the mega developmental works as a result of Indus Water Treaty in 1960s, this China-Pakistan Economic Corridor (CPEC) is the second most important mega developmental project in Pakistan, which would certainly be extremely beneficial to the people of Pakistan in general and Balochistan in particular (Government of Balochistan, 2015). This project aims to connect the port of Gawadar to Xinjiang region in China through various communication networks- highways, airports and railways, and oil and gas pipelines as well. The \$ 46 billion estimated project CPEC is not only a part of China's vision of "Soft Power Investment" through proposed Silk Roads Initiatives - One Belt One Road (OBOR) of 21<sup>st</sup> century but an extension of the existing Silk Route (Karakoram Highway) as a biggest overseas investment, termed as the "Strategic Game Changer" of the region in economic perspectives (Khalid, 2015). This multi-purpose project would certainly have greater economic and strategic impacts on Pakistan not only in making it a stronger and prosperous country but additionally would shape Pakistan's economic directions for the future by connecting the existing economic hubs, urban landscapes and

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assessing certain new resources and sites for developments. From a socio-economic perspective, this project aims to ease not only their peoples' contacts but to encourage and facilitate cultural exchanges for inter-civilization communication and coordination of diplomatic strategies to gain mutual benefits (ISIS, 2015).

Equally important in the segments of this developmental project, is the province of Balochistan – particularly in reference to Gawar's Port as foci of the project, because Gwadar's port will be directly connected to Xinjiang province through a series of networks. Being a focus of the project, momentous developmental activities have been in progress over a couple of years in the coastal belt of Balochistan. Once this port of Gawadar becomes fully operational, much is expected that it would be a game changer in all aspects not only for the province of Balochistan but for the whole country as well. Being the shortest route between China and Central Asia, this port will also facilitate trade for the entire region.

The China-Pakistan economic collaboration in general while the CPEC project in particular, will open new windows of development and opportunities for the people of Balochistan. In this developmental project, a special emphasis is on the transformation of Gawadar into one of the major economic hubs in the world, certainly, would address some economic and social issues of the province of Balochistan particularly. Being a mineral rich province, special focus is on mining sector, and expected that Gawadar would have a mining sector; consequently, mining will flourish in the region. In short, the overall developmental activities of this project would reduce not only unemployment but would increase the economic status of the province people in general.

Apart from the overall developmental outcomes of CPEC, reservations and challenges are surfacing from different segments of the society, and need to be rationally addressed in general and in the province of Balochistan in particular. Many segments of the society perceive the project's goals differently. There are so many issues on which misconceptions have been developed of which the important ones are the change in trade routes, identity crisis and certain other reservations. Keeping in view the voices of the society, it is imperative to address such issues in advance in order to promote a positive image of China Pakistan Economic Corridor. This research therefore, would explore the perceived impact of CPEC on Balochistan and would address the potential outcomes, opportunities and challenges.

#### **Literature Review:**

Balochistan- the province of Pakistan is one of the biggest regions by area and little ones in terms of population. As in Pakistan, financial standings are on the basis of population criteria, so, this region-Balochistan gets the minimum as a consequence of its little population in comparison to the other regions of the

country. Although, this region is rich in unexplored assets but the under population and incompetent carelessness of specialists in addition to tribal tormented structure have failed to bring the utilization of these assets to the most extreme.

The disappointment of the governments to upgrade the limits of the population and its organizations, has added additional burden to a work in progress of the area. It has been highlighted by PILDAT in one of working paper that Balochistan's proficiency rate remains at 51.5% and requires genuine consideration. The low rate of yearly development of the province has been associated additionally with a very low rate of urbanization and a high rate of unemployment of about 20% (PILDAT, 2012). On the basis of available data, the province of Balochistan has had unsteady development execution over the previous decades and a very low GDP, found further reduced in contrast to other regions of the country.

The Proprietor of CPEC, being an economic world's power have drawn the attention of the interested groups who considered their interest at stake as a consequence of this project, have driven Balochistan into a militancy driven territory, consequently, created potential dangers for a common person to take advantages from this project. The whole province is at interface between the port of Gawadar and the Chinese city of Kashgar. The different clans of Balochs consider the project CPEC as an extended pre-treachery approach to the population of Balochistan in general and hardship to the nearby Balochs in particular. Consequently, many separatist's groups assaulted on gas-pipelines, trains, and Chinese architects in order to wide spread the dread to harm the venture achievements with a main goal to keep Balochs away and denied of the chances from One Belt One Road (OBOR). In the words of Muhammad Ali Talpur, "CPEC venture is just for the China, and he added and clarified that for the Balochs lives it would crush them for the sake of advancement.

On the other hand, some patriot pioneers of Balochistan territory firmly restricting CPEC project contradictory to people cause of the area, and requested that the choice may be given to the people of Balochistan for eventual fate of Balochistan under the propitious of UN. These rap-clarions required in the capturing and killings of the Chinese Expertise's tankers, carrying fuel to Chinese organization taking a short at the mining venture, and also attempt to focus on the administration of a Chinese state organization.

China-Pakistan Economic Corridor - a mega project would have extended marked effects in both the countries, and is thought to be a "distinct advantage" on monetary, geo-politico and geo-strategic grounds. On one side, this project would assist China in accomplishing its remote approach objectives of expansion from South China Sea to the Indian Ocean and Arabian Sea; while on the other side it would guarantee financial development the subcontinent in general and in

Pakistan in particular. Pakistan is so vital to China in many regards as China would accomplish multi-lateral associations with other South Asian States for spread of its economic dominancy in a distinct manner, so for this purpose CPEC is one such lead extend for which both the nations are resolved to execute this mega project and for the claimed imagined benefits. It has been noted that scholastics circles resembling it to a Sino-Pak relationship as a heritage of relationship in view of shared trust and belief started with acknowledgment of China and Pakistan, however, its instrumental part in mystery tact by Pakistan has created a cleavage in relationship of Pak-US and China – US, as it is considered as improvement for China's position in world's governmental issues in this manner, prompted United Nations Security Council's changeless participation (Khan, 2014, Pakistan Observer, p. A.18).

Pakistan-China relations are once again re-bonded after 1970s when the bilateral ties were unconditionally ionic bonded with the construction of 8<sup>th</sup> Monument - Karakorum Highway (KKH) for a one of a kind exchange course, decades prior between the two nations. The acknowledgements of the Chinese in the wake of CPEC for utilization of this asset in key terms reflected in the speech of Prime Minister Mr. Li Kegang, prior to his visit to Pakistan, stated, "China will give you (Pakistan) each support and help and by helping you, we need to help ourselves." (The Nation May 2013). The gigantic project for advancement of structures is an appearance of this dedication with a construction and set up of streets, railroads and pipelines spread of more than 3000 km.

Handing over the administration of the Gawadar port in a pretend its construction and the declaration of CPEC are the major reflections of the two sided composition and ties enforcement between China and Pakistan by benefiting from China's economic advance. The development of Gawadar port has vital place in CPEC framework for a sensible cooperation between both the nations. Gawadar port is the tail of the Silk Route which will connect Kashgar city through various fluctuated corresponding system of communication along way. Gawadar being having a core place in CPEC is expected as hallway, and considered as one of the primary target behind the successful functionality of CPEC if not fully utilized. As Gawadar is situated at the mouth of Strait Hormuz, which channels almost 33% of the world's oil trade, so this port will guarantee not only China's vital security but shortens the distance than the ebb and flow of 12900kms from the Persian Gulf to China's eastern seaboard through a Strait of Malacca. The construction and functioning of Gawadar port by Chinese and their presence in Arabian Sea has added the worries of India which were originated by China's inclusion in close by ports at Hambantota (Sri-Lanka), Sittwe (Myanmar) and Chittagong (Bangladesh).

The Gawadar port has a huge capacity and will act as a transshipment point for the Middle East and Central Asian States' oil and gas supply through this

hallway passing via Pakistan. The Gawadar port will enable China to enter into Arabia Sea at such a strategic point that it would dominate China's power and its impacts over the vast area. The association of Gawadar port will not only cut off a distance of about 2000kms not only between eastern seaboard and Kashgar but also of about 13000kms from eastern seaboard to Persian Gulf, as it is lying just 1500kms from Kashgar.

The Chinese works on Gwadar's port on Arabian Sea interfaced with Xinjiang region of western China, will animate financial movement in the districts through establishing markets, connecting through hello-tech and new settlements development inside Pakistan and the territories of Xinjiang region of western China. The project will bring decrease in the wages of beach-front areas and backward regions in China. China, through CPEC will receive more profit in addition from the expected world-wide means to open in business and industrial sectors through exchange and rivalry programs, e.g. the import of oil from Africa and Middle East more economically, which will duplicate its yield through CPEC from Gawadar to Xinjiang. This extended silk route with CPEC as its noteworthy part will solidify its availability through a system of streets and ports to Europe, Asia and Africa (The Hindu, April 21, 2015).

No doubt, Pakistan has vital challenges such as constraints for its important measures which could get rid the nation from remote help while builds its indigenous vitality era more limited. CPEC is one of those ventures which have not only incorporated interests in activities by including the development of coal-based plants for producing power additionally with clean vitality framework by including like-wise plants in hydropower, Thermal (Solar) and Wind Mills in a control manner. By adopting this methodology, Pakistan would not be able to lift its era limit for getting power and power, in order to make it independent to conquer the present vitality shortfall calamity. It is intended to bring a promising future for advancement and manageability in operational systems of Pakistan and China to make CPEC is a win-win circumstance for some reasons.

Geographically Gawadar is situated at the south-west territory of Balochistan offering let to Afghanistan and fro western fringe with Iran at about 100 kilometers away, but the uniqueness is that it is lying just 400 kilometers far away from Hormuz strait, which have more than 20% of world's oil extent. Pakistan today is being considered as a country having port of very low capacity for luggage exchange till 2015 but once the streets are assembled, China interface will be set up from Indus Highway. Besides this, China has planned US \$ 1.62 billion in Gawadar for motivation of right to work for a long time as under CPEC, there is a construction of airport, metropolitan markets, roads and settlements and etc., which will turn Gawadar into a place of innovative and infra-structural advancement.

The adolescent in Balochistan have noted that they are denied from financial open doors. Due to this reason, the local regardless of huge investment and mineral assets has remained casualty of separatist development along these lines, which are misused by non-natives. As the success and advancement of CPEC is totally dependent on Balochistan, so such developments are taking advantages of underdevelopment in this territory and undermining sway of Pakistan. CPEC is now considered as an extra-ordinary natural boost for starved Pakistan's economy, which was about to be in a devastating socio-economic state, so, Gawadar port as a consequence of this venture, will offer life to Balochistan with no priority of monetary advancement.

This port as a venture of CPEC will facilitate a passage for broad transportation of oil and gas from Central Asian States to nations which are in need of fuel for the run of their industrial units and transport sector. The advancement of Balochistan will itself make Pakistan more grounded as it will profit by quite anticipated Iran-Pakistan gas pipeline, while in the meantime; modernize rail system will end up being the exchange courses between the Arabian Sea and China and Central Asian States. While simultaneously, some experts are doubted about this venture, which contends that Gawadar port will turn into a China's maritime base by empowering Beijing to check maritime operations amongst India and USA.

Education and health are closely related to travel time and mobility. Howard and Masset

(2004) argue that reduced time and convenient mobility improved enrolment rates in developing countries. Mattson (2011) investigated that reduced time and convenient mobility increases access to the community for utilization of health care and education facilities. Keeping in mind the CPEC scenario, Habib, et al (2016) explored the impact of reduced travel time after the development of CPEC on school enrollment and maternal health care utilization for eleven districts that are situated within western route. He found a significance increase in school enrollment and attendance due to reduce travel time while a significant increase in utilization of lady health workers is also observed. Hussain and Ali (2015) argued that CPEC will increase social connectivity among people. It is significant for Pakistan as well as China as it will increase economic activity in Pakistan. In this regard it was decided to prepare a Master Plan of CPEC by 2015 in four main areas of cooperation, i.e., transport, infrastructure, energy and industrial cooperation. In addition to it, China's strategic initiatives to build the Silk Road Economic Belt and the 21st-Century Maritime Silk Road will accelerate prospective regional as well as global development (Xudong, 2015). Haris (2015) contended that industrialization in 'Special Economic Zone' along the CPEC will

help in rehabilitation of Pakistan's deteriorated industrial units while, Tong (2015) expected that employment generation will take place mostly from the local community rather from China from any specific province of the country. It is also analyzed that because of so many projects via CPEC, the employment generation will also take place in a massive amount. Since Pakistan is a small economy compared to China, it will have to seek special protections for its local industries, (Hamid and Sarah, 2012). While discussing three routes controversy of CPEC projects, Bengali (2015) investigated that

lack of access to markets and to employment, educational, health and socialization opportunities in some areas defined as regional inequality, constitutes the basis of disaffection and insurgency; creating conditions for higher security costs. He computed a comparative opportunity cost of the three routes, in terms of three variables: population density, total area under cultivation, and total production of four major crops and concluded that the western route is likely to be the shortest and least cost bearing in terms of opportunity cost and dislocation compensation cost.

After the next decade, it was believed that the higher growth rates will come because of gains in productive capabilities. Pakistan's predicted annual growth rate for the next 10 years is 5.07 percent, set to grow by 4.28 percent. It was also believed that the countries with the greatest potential for growth are located mainly in South Asia and East Africa. (CID, 2016). Gilbert and Nilanjan (2012) analyze that for all south Asian economies, the efficient

transport infrastructure would boost GDP. The highest rate of increase would be 14.8 percent as a percentage of current GDP in Nepal, followed by 4.10 percent in Bangladesh and 4.6 percent in Sri Lanka. In absolute terms, India would gain the most, by over \$ 4.3 billion, followed by Pakistan at \$ 2.6 billion. It would have an impact on household welfare through a reduction in regional transportation cost, with clear pro-poor outcomes in the region. The household impacts were found to be positive for Pakistan including the south Asian countries, suggesting an expected drop in the absolute poverty level. Hussain and Ali (2015) observed that CPEC is not only a road rather it will bring vast

level of connectivity through road, railway, pipelines, fiber optics special economic zones etc. It was also elaborated that South Asian region is considered as one of the least integrated region of the world. So, this project is a big hope for Pakistan to connect with the region as well as, good for China to integrate its Western part with Pakistan and its nearby routes through oil imports (Xie et al, 2015). CPEC is a game changer project which will lift millions of Pakistanis out of poverty trap

and misery. The project embraces the construction of textile and apparel industry, industrial park projects, construction of dams, the installation of nuclear reactors and creating networks of road, railway line which will generate

employment and people will also take ownership of these projects. Fully equipped hospitals, technical and vocational training institutes, water supply and distribution in undeveloped areas will also improve the quality of life of the masses (Abid and Ashfaq, 2015). From the above discussion, it can be concluded that CPEC projects would have substantial impact on social welfare of Pakistan, through employment generation, gains in productive capabilities, reduced travel time and convenient mobility, etc.

#### **Significance / Justification of the Study:**

A few years back, coming out from behind the curtains, this CPEC has over shadowed some of the most important and critical issues of both internal and external affairs of Pakistan, and has become one of the hot issues of today's discussion, because of its long lasting impacts on the region as a whole. With the execution of this project, Pakistan has reoriented certain aspects of its foreign policy in reference to CPEC. Many expertise claim that CPEC is a game changer, and will boast up the economic status of Pakistan in general and Balochistan in Particular, however, little is known about these developmental activities of the projects that are supposed to be initiated in Balochistan as some of the aims and objectives of the projects are not yet exposed by the project proponents. Keeping in view the buzzing importance of the project, one would be compelled to ask that, what is the nature of this project? Are they relevant to the demands of the people? What are the opportunities, reservations and challenges attached to CPEC with special reference to Balochistan? This research therefore, highlights the above mentioned points. The findings of this research project would be highly beneficial to government, policy makers and others associated with CPEC.

#### **Problem Statement:**

The project documents reflect that the project on execution will not only strengthen the economy of the country but would drive it in radical direction. But the ground realities are contradictory to the project objectives as the concerned authorities have brought many changes in the project's execution like change in communication links, such as road, railway tracks and establishment of industrial zones of which many were planned to be in the province of Balochistan, without taking into confidence the stake-holders and beneficiaries (public) of the Province. Up till now, clarification over the issues like change in corridor routes for the satisfaction of the public has not been made by the project's authorities, which has developed not only misconceptions/doubts but resentment in different segments of the society- politician and public of Balochistan on the opportunities and challenges attached to CPEC has been put into question (Meraj, 2016).

Besides changes in communication links, many expertise's believe that this project is just Gawadar-centric and would have no blessing on the poverty alleviation in the province. Consequently, the politicians of the region have



strong reservations over the project execution without redressing the concerns of the public, other-wise it would create an identity crisis among the local population and certainly have the fear of demographic change of the province on large scale, and hence the very identity of the locals is at stake. As the project-CPEC is considered as the game changer of the region, so as a reason of its due importance and expected impacts on the economies of the surrounding states, security is a bigger challenge than other issues along the whole corridor in general and in the Province of Balochistan in particular for both the countries (Iqbal, 2016).

Hence, this research aims to highlight the socio-economic impacts of the project on local population, and would propose possible strategies to cope up with the situation as new developments always bring new challenges.

### **Objectives of the Study:**

The major objective of this research deals with CPEC relevancy to Balochistan. The emphasis of this research is on evaluation of the overall developmental activities associated with Balochistan through CPEC. Moreover, the research also aims to highlight the possible opportunities and challenges of CPEC with special reference to Balochistan. To accomplish the above mentioned objectives, three important questions were addressed in this research such as

- i. What is the relevance of CPEC to Balochistan?
- ii. What are the possible opportunities to Balochistan through CPEC?
- iii. What are societal reservations and challenges of CPEC with special reference to Balochistan?

### **Research Methodology:**

To examine the socio-economic welfare impact of CPEC projects in different regions of Pakistan, a district level analysis was conducted by employing data from the tenth round of the Pakistan Social and Living Standards Measurement (PSLM) Survey 2014-15 (Pakistan, 2015). The survey consisted of 5428 sample blocks (Primary Sampling Units) and 81992 households (Secondary Sampling Units), which was expected to produce reliable results at the district level. In this survey, 78,635 households were covered in the entire country and information was collected from households on a range of social sector issues. The survey primarily focused on the main sectors i.e. education, health, including child and maternal health and housing conditions in the overall context of Sustainable Development Goals (SDGs). The study covered 115 districts of Pakistan, 36 districts from Punjab, 24 districts from Sindh, 25 districts from KP and 30 districts from Baluchistan. Two districts of Balochistan, namely Panjgur and Khuzdar were not covered in PSLM, 2014-15 due to security reasons so the values were imputed by using growth rates of previous years. The study

consisted of objective indicators of social welfare with its three dimensions namely, access to education, access to child and maternal health and living standard measured as housing conditions.

### **Research Design:**

Research oriented experts explain that there is no specific method to any particular research activity, but the important thing is to reach a consensus on an approach that can facilitate the researchers to address their research questions (Garson & Horowitz, 2002). This research seeks to analyze China-Pakistan Economic Corridor and its impacts on the province of Balochistan. Therefore, it is important to adopt research techniques that are convenient for the analysis of issues in this research. As this research is in fact interdisciplinary, so it engages issues that connect with certain factors of economy, society and politics so it is equally important to employ a method that can provide access to the fullest range of information.

Keeping in view the above mentioned reasons, this study employed qualitative interviews, as are important in a sense that through this procedure diverse and multiple informative data can be collected in a shortest time. Moreover, finding based on qualitative method are likely to be authentic simply because they are grounded in different way of analyzing realities (Brewer and Hunter, 2006). In addition, qualitative interviews are efficient in adding consistency, breadth and depth to the issues of analysis (Denzin & Lincoln, 1998; Meadows, 2003).

For quantitative survey, multi-stage sampling was employed. In Phase-I, ten districts were selected with a preference of direct influence of CPEC, in phase-II; Tehsils from each district while in Phase-III, five union councils from each Tehsil were included. In final stage, participants from each union council were considered randomly to answer queries included in the survey questionnaire.

### **Data Collection & Variables of the Study:**

The data collected through a qualitative survey instrument that comprised of semi structured interviews. The survey instrument consisted of 15 questions and were asked to the respondents of the study.

### **Sampling:**

For qualitative interviews, participants were selected from all walks of life with diverse professions through purposive and snowballing sampling procedure, e.g. Politicians, researchers, economists, media, human rights activists and policy makers. The purpose of conducting interviews was manifold. Firstly, to obtain information on the overall impacts of CPEC on Balochistan and secondly to discuss the research questions with breadth and depth.

### **Research Analysis:**

The collected data were analyzed through thematic analytical approach, mainly explanatory in nature. Themes were developed and the relevant data were placed

under each theme. A complementary and supplementary process of data analysis helped in elaborating the situation more clearly.

### **Conclusion:**

### **Challenges:**

Newly built Gwadar port faces number of challenges. The law and order situation in Balochistan is getting worse day by day. Historically, When General Pervez Musharraf was holding the government of Pakistan who being a military ruler announced number of development project and started manipulation of resource's in 2000 without taking the people of Balochistan into account. Due to which it was feared by Baloch Nationalist that those tracks to deplete the resources of their province and to organize a non-Baloch state of Balochistan which was strongly opposed by Baloch Nationalist in the provinces. Furthermore, the situation became worsen when the Baloch old tribe chief Nawab Akbar Khan Bughti was associated by military operation in 2006. From the day the Baloch insurgency got it roots stronger Though, Balochistan is blessed with Natural resources by Allah the Almighty remain the most backward province of Pakistan whether educationally or economically. Therefore, it has been claimed by Baloch Nationalist that the "government of Pakistan has been exploiting the resources of Balochistan without paying any attention to the due rights of Baloch. Baloch militant became armed in 1948,1958,1963,1971 and to date they are worsening the law and order situation. In order to counter Gwadar port, India is interested building Chahbar port a bilateral agreement with Iran so as to secure oil routes. No doubt there found any American influence towards Chahbar. Being connected with Arabian Sea, Persian Gulf both China and India are competing by building ports, this can be one of the major challenges for both China and Pakistan.

### **Opportunities:**

Gwadar is the most important region. It is the hub of world business and gateway to Arabian Sea from which the ships from the different part of the world would be landing in the sea port of Gwadar. Gwadar is newly known a port city and city of export and import. The population of Gwadar according to the census of 1998 is (278,988) people and it is 12637 km in areas, Similarly, being the region of the most backward province of Pakistan the people of Gwadar are not historically educated, in order to survive they have used different sources to gain money and feed themselves. One of the participants expresses that, "If the port is operationalized it will surely boost up the increasing economy of Pakistan and china but unfortunately, we being ignored local people may not be fully benefited from this port. Because we believe that the benefit goes to China and Pakistan. Thousands of people who are the resident of Gwadar region found to be fishermen. Since, they belong to a region where the deepest sea of the world exists. Historically, while the region was under Oman the people at that time also

used the way of fishing till to date they are doing the same. But unfortunately, due to the emergence of the port which is being constructed by China and Pakistan. The people are facing number of problems they are only allowed to catch fish as far 20 kilometers. "The people of Gwadar are traditionally strong. There are very few people who are promoting education. Gwadar Development Authority has been trying to construct new infrastructure but remains fail due to unbearable law and order situation in the region." Correspondingly, the living standard of local people in Gwadar according to their own observations and opinions isn't changed yet. There were not any new sources to bring changes in our lives. However, these development schemes aim to provide basic necessities to the people and raise their standard of living. Moreover, it has been manipulated to judge out that the way of life in the region is 21st century is not raised according to the promise given. As some of the respondent were in the opinion that. "We are more disappointed, fearful than before. The law and order situation are worse than before. There is no implementation of any policy. The current development schemes including the port of Gwadar would bring prosperity by building new infrastructure schools and hospital. The people of Gwadar must be awarded the equal share of resources." In order to operationalize the port and to functionalize the long route the policy should be to nationalize the port and the people of the region should be taken into account while the government is going to initiate any kind development projects in the region. Furthermore, the people should not be degraded rather they should be given the actual priority for the sole purpose to maintain peace in the region as according their own observation Respondent explains that, "Undoubtedly, the people from that time felt that they would not be getting any kind of benefit from Gwadar port. The value of their land was brought into high price which compelled the poor people to sell their land to survive and live a better life but unfortunately, they didn't know that they are far from the benefit of Gwadar port project. Apart from that, people being uneducated didn't know the importance of their land." Unfortunately, the people of Gwadar face the problem of clean drinking water, infrastructure, hospitals, schools, technical colleges. In order to overcome all of these basic issue of local people of Gwadar, CPEC is the growing project which has the potential to eradicate the issue in case the local people are taken into consideration. According to the resolution of All Party Conference held on 10 January 2016 in Islamabad, illustrate that for the purpose to overcome the deprivation of local resident of Gwadar, the people should be given free and compulsory education along with health facilities. To overcome the backwardness of fishermen, alternative earning opportunities should be provided to them. One of the participants said that, "If the port is planned, initiated honestly and with full commitment it will be possible for the government of Balochistan to get billions of rupees which could increase the

national budget and the people of Balochistan especially Gwadar will be the real share holder.” The most important thing which is known is the fisheries department is not performing well to facilitate the fishermen. It doesn’t get much budget from the government. There is misallocation of local budget. Another factor is fish harbor, which has fixed taxes even for the common people. It is not bearable for a common fisherman to pay taxes. They pay 2% taxes to the fish harbor due to which they cannot get the real benefit of their work. Despite all these they set no facilities for the fishermen. Therefore, the fish harbor remains fail to work properly and facilitate the people of Gwadar.

Based on literature research based sources present a bright future of the projects in Balochistan, Especially the main concern is the mega port project of Gwadar and China-Pak Economic Corridor. First and the foremost initiative of the port will bring a huge infrastructure change in the region of Gwadar including many areas of Balochistan province. Similarly, the development of Gwadar port as the center of business by the mean of export and import, there will be the development of income inequality between the people of Gwadar and rest of the districts in the province. For the purpose to eradicate the income disparity the government should cope with such a future trend of economic inequities by establishing small industries and do infrastructure development in other part of the province as well. China being one of the strongest economic powers in the world has undertaken the responsibility of this mega project which in future will be an important part of china’s economic trade zone. This critical and analytical study of Gwadar port and other development projects may serve to inform and challenge key stakeholders of development sector of Pakistan and international businessmen including policymakers, economic experts, and finance minister. A broad range of diverse perspectives and observations from different stakeholders as well as actors who are involved in development sector have been examined in order to provide a broad based evaluation of the current Socio economic life of local people in Gwadar. This evaluation highlights issues that need to be critically considered by policymakers and other relevant authorities’ Apart from that, the Planning and development Sectors should conduct Monitory based research to find out the impacts after any development Schemes. According to their own observation they are not going to be benefited from the port. The government of Balochistan should assure that, the local people are not going be ignored and most importantly their basic problems like education and water should be taken in to serious consideration and solved. Apart from that, it should be made clear that the policy with regard to the port should be made according to the will of the local people and they should be taken in the activities of the port.

### **Recommendations:**

As the findings of this research bring out the phenomena that the government of Pakistan is supposed to build institutions whether educational or other social

institution so that the people should not be deprived of their basic rights. It is therefore, suggested that the government has to focus on building institution which should benefit the local people. No one can deny the fact that the people of Balochistan are being ignored at the time of benefit sharing. Secondly, the government of Balochistan should take serious steps to solve out the problem of local people in Gwadar so as to make the port possible enough to be operationalized. However, the local people believe that they are not profitable to be taken into contemplation.

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