



**GALVANIZING DEVELOPMENT IN KHYBER
PAKHTUNKHWA THROUGH CHINA PAKISTAN
ECONOMIC CORRIDOR PROJECTS**

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Abstract:

The China-Pakistan Economic Corridor (CPEC) is the result of decades of all-weather engagement between Pakistan and China. Mr. Xi Jinping, the Chinese president, defined the relationship between Pakistan and China as a "friendship founded on trust and mutual assistance. Both states are dedicated friends in good times and bad, and their friendship is weather-proof. Pakistan-China friendship began in the 1950s with remote chances and has since evolved into an outstanding possibility to link several Asian regions through the CPEC. CPEC is a symbol of shared interests and ambitions for both countries' growth. This is a 2,000-mile route from China to the recently completed Gwadar port in Pakistan's Baluchistan province, which is located on the Arabian Sea. On highways from north to south, several energy and infrastructure development projects will stimulate economic growth. The CPEC projects in Khyber Pakhtunkhwa are examined in this report.

Keywords: China-Pakistan Economic Corridor, Khyber Pakhtunkhwa, Projects, energy, economy

Introduction:

CPEC project is broadly focused on

1. Special economic zones.
2. Agriculture projects.
3. Energy power projects.
4. Railway projects.
5. Highways/Road projects.

1. Special economic zones

The true potential of China Pakistan Economic Corridor lies in the development of Special Economic Zones. SEZs will help in economic uplift of the Khyber Pakhtunkhwa. The working on various SEZs is already started and some of them will be finalize in coming years.



(sadqat, 2020)

Hattar special economic zone project:



Former chief minister Pervez Khattak held a 424-hectare Hattar Special Economic Zone (HSEZ) rebuilding in 2015 and during his speech revealed enticements for shareholders.

These incentives include a one hundred per cent customization exclusion from land purchase, a 15-24 per cent reduction in business income tax, including a 5 per cent discount on gross income, a 25 per cent reduction on land acquisition and a 5-year wage tax exemption. those productions that stockholders will set up formerly September 2018.

Affording to one of the stockholders, quickly later the financing the shareholders acquired SEZ land that was divvy into 150 plots. However, resources told the reporter that since EZDM could grow the sites bestowing to the principles set by the provincial government, few investors had completed community work and equipment installation, but were unable to start production as SEZ did not have it. gas, electricity,

road network, water supply and other infrastructure needed for the production and marketing of the product. (sadqat, 2020)

Kwasa Shareholders are willing to conduct the effort of the public and fix the equipment, but the EZDMC and the provincial government have not fulfilled their promises to attract investors,” he said. He said a total of ten megawatts of electricity and 2.5 mmcf/d gas were industrial requirements to make the Hattar SEZ work. Responding to a question, Altaf Khan said HSEZ has the potential to create 10,000 new jobs.

EZDMC director Ali Ozan could not be stretched for comment. However, one of his junior officials told the reporter that public work on the 132KV power station was still in advancement and tenders for the installation of interior carpets would put in the water soon. He said the funds needed to supply gas to the area had also transferred to SNGPL. (sadqat, 2020)

Nowshera Special Economic Zone:

It is said the extension of the 76-hectare site would have a capacity of more than 60 industries and would create more than 12,000 direct and indirect job opportunities. billion.

Jalozai Economic Zone (Nowshera):

Khyber Pakhtunkhwa Prime Minister Mahmood Khan officially laid the foundation for the Jalozai Economic Zone on Wednesday.

"In exchange for Rs8 billion in private sector investment, the 257-hectare Jalozai Economic Zone, which is part of the China-Pakistan Economic Corridor (CPEC), would offer around 50,000 direct and indirect jobs," he said in a statement released on Wednesday. "The economic centre, which is close to the provincial capital and the university's engineering and housing programmes, offers attractive chances for private investors and

entrepreneurs looking to expand their current enterprises or develop new initiatives."

CM Mahmood Khan, who spoke as a special guest at the occasion, described the development of Jalozei EZ as a "very significant and crucial hour requirement," as it will not only create jobs in the area but also enhance the province's economy and industry.

"The provincial government is taking steps based on the results of economic development in the province with the aim of providing more employment opportunities to the people most affected by the current state of the corona," the CM noted. "We will soon announce the launch in other areas of the economy, including those planned for Chitral, DI Khan, Hattar etc."

The CM declared that the establishment of the Rashaki Economic Zone is nearing completion, and Prime Minister Imran Khan will host the occasion shortly.

Imran Khan also announced that the provincial government had recently approved amendments to relevant laws and regulations in order to simplify a complicated private investment process, and that the province would provide locally manufactured electricity at affordable prices through the newly implemented tyre system to attract more investment. (nds, 2020, KP CM breaks ground on the 257-acre Jalozei Economic Zone)

Mohamand Economic Zones:

The government of Khyber Pakhtunkhwa (KP) has planned to relocate marble factories to the Mohmand Economic Zone, popularly known as Mohmand Marble City, near Warsak Road and Shabqadar tehsils.

Owners of marble factories who voluntarily relocate to Mohmand will be provided with subsidies and plots at affordable prices. Nineteen marble factories on Warsak Road have petitioned for relocation so far.

Mohmand Marble City is 350 hectares in size, with 106 sites set aside for the development of new companies. Redistributed factories from Warsak Road and Shabqadar Tehsils will be assigned to the remaining 184 locations.

The council also voted to begin construction on the projected Buner Marble City project, which will span 126 hectares. During the week, PC-1 will authorise the purchase of land for this purpose. 2020 (Buneri)

The government of Khyber Pakhtunkhwa announced on Wednesday that all marble factories in Peshawar and Shabqadar will be relocated to the newly established Mohmand Economic Zone.

The decisions were made during a meeting chaired by Khyber Pakhtunkhwa Chief Minister Mahmood Khan to examine developments in the Mohmand Economic Zone and Buner Marble City. The meeting was also attended by CM Special Assistants Arif Ahmad Zai and Riaz Khan, Secretary of Minerals, Chief Executive Officer of Khyber Pakhtunkhwa Economic Zone Development & Management Company Javed Khattak, and other top stakeholders.

In terms of the Mohmand Economic Zone, the meeting announced that 106 sites have been allocated so far in the 350-hectare project, and that the marble manufacturers from Warsak Road and Shabqadar will be relocated to the remaining 184 sites in the Mohmand Economic Zone.

Additionally, it was claimed that the relocation of 19 Warsak Road manufacturing owners to the Mohmand Economic Zone had been granted.

It was decided that the Mohmand Economic Zone will be turned into a Special Economic Zone. The gathering was briefed on the projected Buner Marble City project, which is estimated to bring in 200 industries and Rs2.8 billion in investment.

The conference was also informed that R2.8 billion will be spent in the new marble town, with 200 factories scheduled to be developed in the area, creating 12,000 jobs.

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The summit announced that more than 12 000 employment will be created as a result of the programme. While approving the proposed Buner Marble City site, the Prime Minister told the affected quarter that PC-1, which would take over the proposed property, needed to be approved at the appropriate forum within one week.

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Chitral Economic Zone:



The administration of Khyber Pakhtunkhwa has planned to establish a 'Chitral Economic Zone' to encourage economic development in the Chitral region. It will be spread out over 140 hectares and ready for commercial sale by the end of next month. On Tuesday, Khyber-Pakhtunkhwa (KP) Chief Minister Mahmood Khan made the statement at a three-year industry conference. As part of its efforts to expand the distant territory, the provincial government has planned to establish an economic hub in Chitral called the 'Chitral Economic Zone,' which will be stretched over 140 hectares and available for commercial sale by the end of next month.

On Tuesday, Khyber-Pakhtunkhwa (K-P) Chief Minister Mahmood Khan presided over a three-year industry conference.

Ghazi khan Economic Zone:

The master plan for the 89 acres of Ghazi Economic Zone has been finished, according to the chief minister. In December of this year, the project will be ready to debut.

DI khan Economic Zone:

A tender has also been issued for the establishment of a 3,125-hectare area in the Daraban Economic Zone, which will be the province's largest economic centre. The Daraban Economic Zone is about two kilometres from the China-Pakistan Economic Corridor (CPEC), making it excellent for foreign investors. This project is anticipated to cost R56 billion and create more than five million direct and indirect jobs. The meeting announced that the scheme will feature 400 industrial units.

The existing government, according to CM Mahmood, is focused on establishing an atmosphere that encourages industrial investment. (The KPK government plans to establish a Chitral Economic Zone in 2020.)

Mansehra Economic Zone:

The construction of the Mansehra Industrial Development Zone will also be set up in order to help small and medium businesses expand in the province.

2.Agriculture projects under CPEC:

In contrast to how the Pakistani government has introduced business as a trade-off, agriculture appears to be one of China's key goals in the CPEC.

It begins by acknowledging that the CPEC Long Term Plan (LTP) places enormous strain on agriculture, requiring widespread participation across the sector. Increasing crop yields, minimising harvesting losses and mobility, and dealing with animals and milk are only a few of the issues

addressed by this approach. The ultimate goal appears to be to enhance food exports from Pakistan to China.

"It is vital to stress that the type and direction of such development are strongly contingent on present changes in China's agricultural sector," the paper notes, without elaborating.

To address its growing food security issues, China is "exporting its food," which involves increased investments in foreign agricultural industries. Improved crop yields, farm equipment installation, and the adoption of extensive drip irrigation technology, as well as greater use of agricultural finance systems and significant local economy records, such as land registers, are all examples.

These lines have received a lot of attention. China, for example, has been cultivating mixed rice in Pakistan for nearly two decades, experimenting with novel types that promise great yields and can survive high temperatures.

The Philippines received the first supply of hybrid rice this year. Following this first evidence of success, it is predicted that more acreage would be farmed for rice. Experiments on a number of types that will be cultivated under extremely diverse temperatures in each of these regions have just been completed in Mansehra, Swat, Sahiwal, and Larkana (among other places) for hybrid rice cultivation.

Similarly, near the Chinese border at Khunjerab, a cold storage facility was developed to send seafood to China. It will handle the sale of Xingjian region, as well as Shanghai and Beijing, according to the authors. It will function for eight months of the year, according to the appendix. More

cold regions are planned in Karachi, Gwadar, Lahore, and Peshawar, according to the LTP.

Chinese companies are also considering investing in Pakistan's agricultural sector. "On July 31, 2018, Fauji Foods Ltd formally stated that Inner Mongolia (a Chinese state-owned corporation) has indicated interest in acquiring a 51 percent stake," according to the company's website.

This is an amazing plan for acquiring control of the country's largest agriculture company and then getting out.

There is no doubt that Pakistani agriculture requires the kind of assistance supplied by the Chinese. However, agriculture is the backbone of our economy, and the food security for which we have battled so hard is the major pillar of our stability. There is virtually little room for debate on these crucial issues. (Husain, k 2018)

Agriculture and Livestock Minister Mohibullah of Khyber Pakhtunkhwa has urged for the development of a comprehensive plan to promote a commercial farming programme under the CPEC. Despite the fact that agriculture is the country's economic backbone, he claims that the promotion will assure food security and create more chances for the youth. Mohibullah (Mohibullah, 2020)

Mohibullah Khan, the Minister of Agriculture and Livestock of Khyber Pakhtunkhwa, ordered the necessary agencies to produce a comprehensive plan to develop a commercial farming system as part of the China Pakistan Economic Corridor Projects on Tuesday (CPEC). He stated it was necessary to develop an agricultural system to meet the province's food demands while also creating chances for the youth, while chairing a meeting to assess the Department of Agriculture and Livestock's goals.

The Minister directed the Department of Agriculture to prioritise and ensure the prompt completion of all development plans in order to meet the concerns of homeowners and farmers. He said the Department of Agriculture was the country's backbone, and he instructed comprehensive plans to develop the sector and help the province become self-sufficient in wheat and other crop production. He also directed the Department of Agriculture to make the process of developing high-quality seeds for farmers more straightforward and transparent. The conference was attended by Secretary of Agriculture Dr. Israr, Director-General of Agriculture, Fisheries, Soil Conservation, and Water Management, as well as departmental officials. (Mohibullah, 2020)

3. Energy power projects:

The provincial government has proposed 17 projects for inclusion in the China-Pakistan Economic Path, totaling 2,825MW and costing \$ 9,357 million. The 300MW Balakot Hydel Power Project, which will be developed with the support of the Asian Development Bank, has engaged a consultant, according to Khyber-Pakhtunkhwa Minister of Energy and Energy Muhammad Atif (ADB). The Sharmai Hydel Power Project was granted to a collaboration between Sapphire Electric and Sino Hydro of China, he told a Peshawar Energy Department review meeting.

The meeting was updated on the status of the electricity projects in Jaborri, Lawi, Karora, Daral Khwar, and Matiltan.

According to the conference, the ADB would accommodate 8,000 schools and 182 BUs, and the mission of cleaning 6,000 local villages has been accepted. Atif added that 150 of the 356 projects have been completed and

that the completion of the other projects must be confirmed by December 31, 2017 at all costs, while asking the afflicted quarter to hasten work on hydel power projects. (Tribune, 2017)

Suki Kinari Hydropower Project is a hydropower project in the Japanese town of Suki Kinari.

The Suki Kinari Hydropower Project will be a hydropower station with an installed capacity of 870 MW and an annual generation of 2,958 GWh on the Kunhar River in the Kaghan area. The project was proposed and designed with a feasibility study in 1960, but it was only completed in 2016.

Project Information

The name of the project is Suki Kinari Hydropower Project

Type, Power, Location

It was installed in Kagan, Khyber Pakhtunkhwa, Pakistan

Current situation Possible research conducted in 1960 in many international organizations, including GTZ in Germany. But only in 2014 the contract for the implementation of the Suki Kinari Hydropower



Suki Kinari Hydropower Project

Construction Commencement 2016, Chinese Investment, Operation

The total cost of the proposed project is \$ 1.8 billion

The goal was to generate 3050 GWh per year. Pakistan's annual generation is predicted to increase by 3,212,000,000 KWh.

Price of Electricity The Pakistani government has agreed to buy SK Hydro electricity for 30 years at a price of 8.8415 cents per kilowatt hour. After 30 years, the project would be offered free of charge to the Pakistani government.

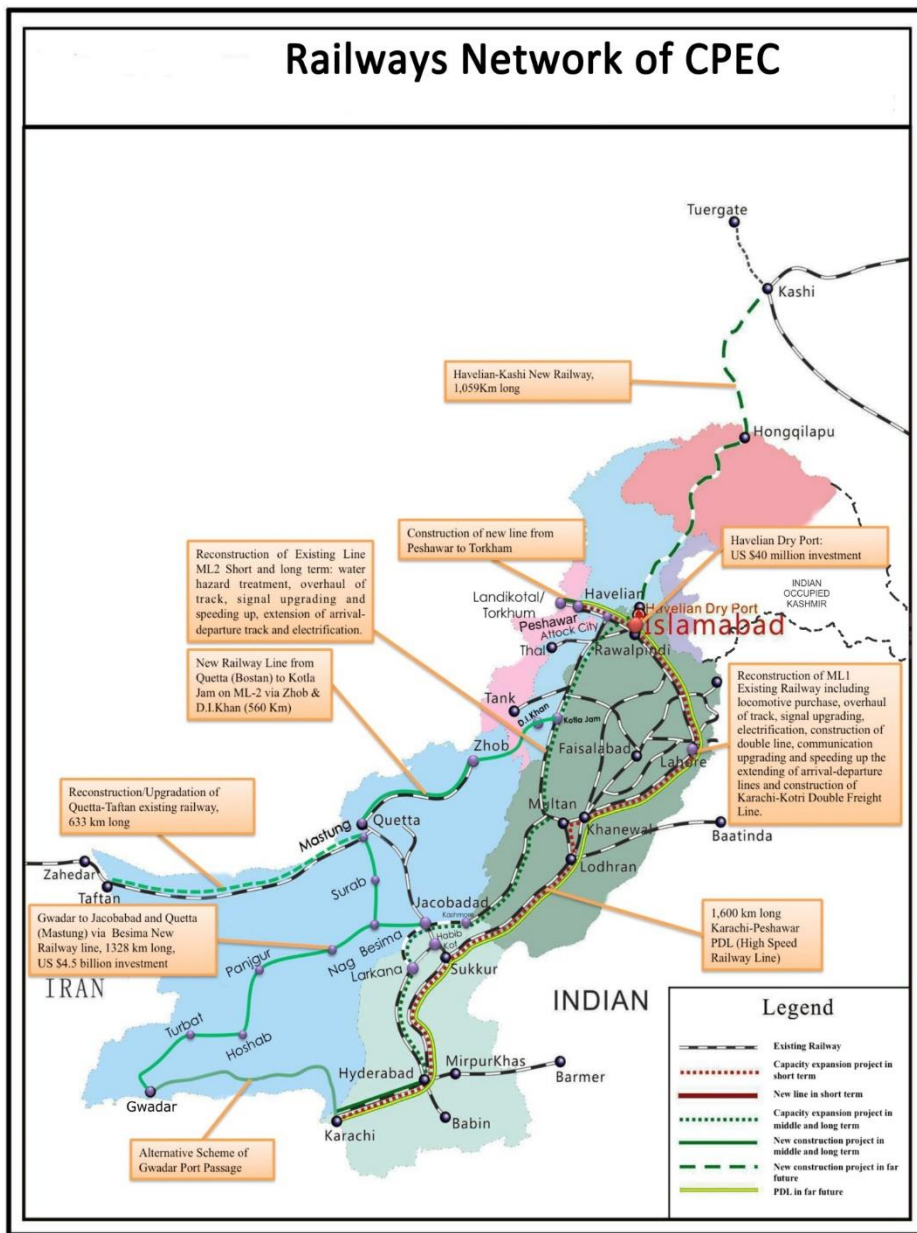
Chinese Export Bank and China Industrial and Commercial Bank provide loans for this project. This work ended on 31 December 2016. (Hielscher, 2016)

4. Railway line in Khyber Pakhtunkhwa in CPEC

Pakistan's \$7.2 billion rail upgradation project between Karachi and Peshawar has been approved. Authorization was obtained by the Central Development Working Party (CDWP).

The 1,872-kilometer railway line would connect China's Kashgar and Pakistan's Gwadar Port as part of the China-Pakistan Economic Corridor (CPEC). (2017, Railway Technology)





According to Radio Pakistan, the government aims to establish and renovate key trains as part of the CPEC.

As part of this scheme, new railway tracks will be erected from Gwadar to Quetta and Jacobabad via Besima. According to the statement, the track will be built on Main Line-II from Bostan to Kotla Jam via Zhob and Dera Islamil Khan, and the 682-kilometer track would be played from Havelian to Khunjrab. The state radio station's website.

The 1,872 km railway from Karachi to Peshawar, via Kotri, Multan, Lahore, and Rawalpindi (including Taxila-Havelian), as well as double tracking from Shahdara to Peshawar, will be developed.

A total of 1,254 kilometres of train track would be renovated between Kotri and Attock City via Dadu, Larkana, Jacobabad, DG Khan, Bhakkar, and Kundian.

During President Xi Jinping's historic visit to Pakistan in May, the two countries inked a formal agreement on the passage. (New railway tracks are being built as part of the China-Pakistan Economic Corridor (CPEC), 2015)

Railway from Peshawar to Karachi:

On Tuesday, the Khyber Pakhtunkhwa Department of Transport and Transport inked an agreement with China Railway Construction Corporation Limited (CRCC) to conduct a feasibility study for the Greater Peshawar Region Mass Transit Project (Peshawar Circular Railway) in Peshawar.

The document was written at an event held at the Civil Secretariat by KP Secretary for Transport and Transport Fakhar-e-Alam and CRCC Executive Director Wang Lei, according to an official statement.

The Peshawar Circular Railway is a regional railway project in the Peshawar Valley that intends to connect Peshawar, Charsadda, Mardan, and Nowshera. (nds, MoU inked for Peshawar Circular Railway feasibility study, 2019)

The KPK government has recognized the importance of establishing an effective railway system in the Greater Peshawar region to ensure the smooth flow of passengers and goods. The railway project focuses on linking Peshawar, Nowshera, Mardan, Charsadda and Swabi.

The Peshawar region has the largest urban settlements in the Khyber Pakhtunkhwa Province (KPK), with a third of the KPK population living in Peshawar, Mardan, Charsadda, Swabi and Nowshera, which is part of the Peshawar convention. The latest globalization concept emphasizes free trade and inter-regional co-operation. Pak China Economic Corridor is the development of this concept and the beginning of international trade and corridors. The two KPK urban districts that are the backbone of new trade and tunnel development are the Peshawar Metropolitan Region and the Greater Abbottabad Region (Hazara). It include a network of roads, a railway system and Waterways. Waterways will be a thing of the future, but the current emphasis is on Road Network only. There is a GT (N-5) road, which connects Peshawar to Nowshera, while the N-45 connects Nowshera with Mardan and the Motorway (M-1) connects Peshawar to the entire connected road. Peshawar, a major business hub in the province, connected to designated areas by car lane and highways. There is also a need to connect these cities by train. Figure 2 below shows government assets covering specific economic zones, model cities and future growth

opportunities in the region. (nds, MoU inked for Peshawar Circular Railway feasibility study, 2019)

Main objectives:

The Circular Rail Track in The Greater Peshawar Region will achieve the following aims and objectives.

- I. Linking the Urban Nodes of Greater Peshawar and providing easy access and instigating growth of Urban Hubs.
- II. Reducing the need to shift to Peshawar City from hinterlands and controlling growth of Urban Peshawar, besides proving housing in hinterlands.
- III. Reducing the number of highway accidents and fatalities because of modal shift from road transport to rail transport. Reducing the traffic burden on road infrastructure, which will mitigate existing congestion. (nds, Transport and Mass Transit Department, Government of Khyber Pukhtunkhwa, 2017)

5.Highways/Road infrastructure projects of CPEC in KP:

Sahibzada Tariqullah, the leader of the Jamaat-Islamic Parliament in the National Assembly, has urged the unity government to include the national road through Malakand in the China-Pakistan Economic Corridor as an alternative route.

He told the media after inaugurating a road project in Dir on Tuesday that the N-45, which will run through Nowshera, Dir, and Chitral, will not only reinforce CPEC by offering a second route, but also ensure access to Central Asian Republics (CARs).

Mr Tariqullah stated that if allowed, the new route might provide another route to KKH as well as access to CARs via Afghanistan. In Dir, Bajaur, and Chitral, the route also exposes many pathways to Afghanistan, he added.

He said that the highway (N-45) was safe and secure for CPEC and that it could provide a 24-hour route. He pointed out that the N-45, which runs from Nowshera to Gilgit, is 751 kilometres long, which is less than the KKH. According to him, the road might be linked to KKH via Shandur Pass. The inclusion of the N-45 in the CPEC, according to MNA, will assist people in the rear districts. (nds, Call for Malakand Road to be Included in CPEC Project, 2016)

Hakla on M-I to Yarik D.I.Khan Motorway (CPEC) (Rehmani Khel to Kot Balian) Package-2B:

The Hakla to Yarik, Dera Ismail Khan Motorway will be built with \$ 10.436 billion from the coalition government's Community Industrial Development Program. According to the latest information given by the Planning Commission, China Pakistan Economic Corridor (CPEC) would contribute 38 billion rupees to this project, with a total cost of 110.208 billion rupees. The western CPEC route's Hakla-Yarik stretch is expected to be completed in October 2018 at a cost of \$ 129 billion. The 285-kilometer stretch is made up of five different packages, all of which are currently being worked on.. (siddiqui, 2018)

CPEC Joint working group adopts three new highways, discusses other projects:



During the CPEC Transport Infrastructure Working Group's eighth meeting, three significant road projects in Pakistan were approved in order to improve national connectivity and revive existing infrastructure. The meeting approved the construction of a road from Peshawar to DI Khan (320 kilometres), the Swat Expressway Phase-II (182 kilometres), and the Dir Expressway (30 kilometres). The Mainline (ML) -1 project, the Karachi Circular Railway (KCR), the Peshawar Circular Railway (PCR), and the Quetta Mass Transit Project, as well as the Chitral-Shandoor-Gilgit, Nokundi-Mashkhel-Panjgur, and Mirpur-Muzaffarabad-Mansehra projects, were also discussed by Pakistani officials.

"The completion of the Orange Line has a significant influence on the China-Pakistan Economic Corridor," he noted.

According to reports, the Orange Line project comprises 26 stations, two subway stations, and 27.12 kilometres of track, and it intends to minimise traffic on Multan Road in addition to providing residents with a high-quality transportation system. (CPEC Joint working group adopts three new highways, discusses other projects, 2020)

Construction Of Swat Expressway From Chakdara To Fatehpur (80 Km) Phase-II

Estimated Cost =	70 – 100 Billion
Alignment	: New
Project Length	: 80 Kilometers (fenced)

OBJECTIVES:

Through Phase-II of the Expressway, the entire length of the project would be completed from M-1 at Kernal Sher Khan Interchange to Fatehpur Swat.

- 1.The valley Swat's natural scenic views, sanitary weather conditions, and stunning steep terrain will be investigated, encouraging tourism.
 - 2.The Expressway will also be used as an OPEC alternative route connecting Besham and Gilgit with Chitral and Chakdara.
 - 3.Far-flung places of Shangla, Mingora, Khwaza Khela, and Malakand will be interconnected with enhanced facilities, enhancing people's livelihoods.
 - 4.The community's domestic harmony and well-being will be promoted..
- (nds, Khyber Pakhtunkhwa Board of Investment & Trade)

Dir Highway project:

Locals and officials complained that the project had been cancelled, therefore the Dir Expressway was built in response to popular demand. Other government projects in KP include the long-awaited Dera Ismail Khan-Zhob road, the desperately needed Peshawar Circular Railway, the Chitral-Shandoor-Gilgit road, the Mansehra-Muzaffarabad-Mirpur highway, and the Chitral highway. As part of the CPEC Western route, the Swat Motorway will be connected to the Col Sher Khan Interchange on the MI. KP and Gilgit-Baltistan would benefit from a programme to study and repair areas of the Karakoram highway that have been damaged by landslides.. (Report B. , Sense of achievement in KP after adoption of its 3 major roads projects under CPEC, 2020)

The proposed railway line will be one of the existing N-45 from Chakdara to Rabaat. It will have a five-kilometer tunnel, which will reduce the walking distance of approximately 23 kilometers.

The cheif Minister called the proposed road an important development initiative for tourism and trade in the region. He said the project would provide better and better communication services to the people of Lower Dir, Upper Dir, Bajaur and Chitral. (Report B, CM orders feasibility study for Chakdara-Rabat Expwressway, 2020)

On Monday, the CPEC Joint Working Group on Transport Infrastructure held its eighth meeting via video link at the Ministry of Communications in Beijing. Federal Secretary of State for Communications Zafar Hasan, Vice Minister of China's Ministry of Transport DAI Dongchang, Deputy Director-General for International Cooperation China Shan Hongjun, and Chairman of the National Highway Authority Capt. (R) Sikander Qayyum were among those who attended.

Representatives from the Foreign Office, the China-Pakistan Economic Corridor Authority, the Ministry of Railways, the Ministry of Maritime Affairs, the Sindh Government, the Khyber Pakhtunkhwa Government, the Balochistan Government, and the Civil Aviation Authority were also present. (Pakistan Wants to Add N45 Chitral to Chakdara Highway Under CPEC, 2020)

Conclusion:

CPEC will act as a bridge for the new Maritime Silk Route, which aspires to connect three billion people to Asia, Africa, and Europe. It was proposed by Chinese President Li Keqiang during a visit to Pakistan in May 2013. The China-Pakistan Economic Corridor is a bilateral connectivity project. The China-Pakistan Economic Corridor (CPEC) will benefit not just China and Pakistan, but also Iran, Afghanistan, the Central Asian Republic, and the region. The improvement of terrestrial linkages with improved road, rail, and air carriage systems with common and free interactions of growth and people to people contact, improving considerate through academic, cultural, and regional knowledge and culture, and activity of higher volume of trade and trades.

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