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## **China Pakistan Economic Corridor (CPEC), Challenges, Opportunities and Boost to Socioeconomic Development of Pakistan**

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### **Abstract**

The China-Pakistan Economic Corridor (CPEC), a key component of China's Belt and Road Initiative (BRI), symbolizes the two nations' expanding benefits to both party's collaboration. The program, altering regional dynamics and international relations, highlights China's growing influence throughout South Asia and the Indian Ocean region. The China-Pakistan Economic Corridor (CPEC) is a central turning point in the two nations' commercial ties. The significant advantages that the China-Pakistan Economic Corridor (CPEC) provide for Pakistan's growth in society and economy are examined in this essay. The China-Pakistan Economic Corridor (CPEC) has improved connectivity within Pakistan and increased trade thanks to significant infrastructure developments. Roadways, harbours, and commuter trains are among these investments. The China-Pakistan Economic Corridor (CPEC) has further made travel, personal connections, and cultural interactions between Pakistan and China easier. These exchanges have

improved relations between the two nations and allowed Pakistan to show off its breathtaking natural surroundings and rich artistic legacy to travellers worldwide, which has helped the travel and tourism industry flourish.

**Keywords:** CPEC, Economic stability, Social Development, Politics, Infrastructure

## 1. Introduction/Political background

Pakistan's internal political problems also affect the achievement of the CPEC. The political climate of the country could have been more stable. Armed forces and corporate sector leaders go through periods of political and authoritative ebbs and flows. The latest time frame of military administration ended in 2008 with the resignation of General Pervez Musharraf as president; since then, the military has become less of an international priority. The Pakistan People's Party lost power in the 2013 election due to the Pakistan Muslim League Nawaz's victory. The accomplishments of the result were mainly due to the reality that, for the first time in Pakistan's history, an ordinary citizen government was capable of serving out its full term and that the transition in strength was executed with ease after that. This suggested a change in the system of the ruling majority in Pakistan [1].

Nonetheless, Pakistan's old, somewhat archaic political culture continues to have a significant impact. Politics has always been dominated by two influential families with local clout, the Sharifs and the Bhutto. Political issues are developing because of regional intrigues connected to these groups [2].

Diverse populations in Pakistan hold varied opinions regarding the optimal layout of the CPEC transportation routes. The primary source of contention amongst the parties is how to divide the cake. To boost their respective voting bases, Pakistan's political parties are all convinced that the CPEC was running through the region they want, benefiting their local networks. As a result of the debate about the CPEC's future direction, there have been significant delays since the activity was first suggested in 2013. The hall is still in its early stages of construction. Future resistance from Pakistan's regional political parties is expected to impede its implementation [3]. However, the CPEC is meant to do much more than serve as a route connecting points A and B. Enhancing economic cross-sector engagement in the power, manufacturing, and business areas is another goal of the gateway. The CPEC may have a clear benefit in the context of global governance. It connects the Chinese city of Kashgar with the seaport of Gwadar in Pakistan's southwest

Baluchistan province [4]. The two countries have constantly sought to increase sovereignty through economic expansion. China is concerned about the separatist activities of the East Turkestan Islamic Movement in Xinjiang. It is expected that the neighbourhood hall would improve the neighbourhood's job and economic conditions while simultaneously reducing the motivation for individuals to engage in provocative actions. Baluchistan has served as an essential focus for the propagation of terrorism in Pakistan. Foundation growth could profit Baluchistan, which is in severe need of jobs if the CPEC is managed honestly and efficiently. The estimated \$30 billion invested in Pakistan's electricity infrastructure is the reason for this. Pakistan can develop sustainable economic growth and is unlikely to require outside assistance if it receives a sizeable share of the Gwadar Port's earnings. Both countries gained as a consequence, and Pakistan's dependency on the IMF was reduced [5].

CPEC analysts saw this month's launch of a special economic zone (SEZ) in Faisalabad and the commencement of two hydropower projects in Azad Kashmir as early indicators of the Project's revival [6]. Even with the government official's stance, Chinese nationals are less prominent in Pakistan than in 2016 and 2018. It was typical to see Chinese workers, experts, and delegates at government offices, hotels, airports, shopping centres, and other locations. Although Chinese officials acknowledge that the amount of Chinese tourists visiting Pakistan has decreased, they maintain that 13,000 Chinese workers are still working on CPEC projects in Pakistan. It also is accurate that Chinese investment did start to decrease following the first \$40 billion infusion into a range of infrastructure and electricity projects in addition to the Gwadar Port. Launched in April 2015, the CPEC called for China to invest \$62 billion in Pakistan over 15 years [7]. The first phase's work was completed without any issues, despite a few hiccups here and there. It was unaffected by the PTI's entry into Islamabad and the PML-N's departure. Pakistan's energy and logistical deficiencies, which hampered development initiatives, were the focus of the first phase. Whilst the other projects from the first phase are still in various stages of development, most of them have already been completed [8].

The two sides began communicating in 2019, even though shifting to the second phase would take some time. It involved the corporate community and civil society organizations in China and Pakistan, as well as the industrial, commerce, and social development sectors to a greater extent. While it requires less money, the second stage is more complicated. Furthermore, the PTI

government's attention was diverted by the FATF and IMF scandals in 2018–19, and its financial resources were diminished in the first half of 2020 due to health-related issues. Under the condition of concealment, a significant CPEC official expressed his opinions: "Yet we weren't, of course, on CPEC. [9]"

Not associated experts claim that China granted the PTI leaders' request to assess the agreements reached. They discovered, nonetheless, that the idea that Chinese people in Pakistan backed a particular political party was false. "China has historically supported the country despite the internal power dynamics," said one commenter. Some ascribed China's subsequent scepticism to its challenges in navigating a broken system in Pakistan. Some blame China's discontent with the economic downturn, which has cast a shadow on the once glamorous billion-dollar CPEC initiative. The public's interest in developments at extraterritorial ports has decreased over time. China has learned a harsh lesson in reality as it enters the second phase of the One Belt One Road initiative. They are beginning to realize that regulating cargo flow through an offshore port takes more than one technical operation. Playing political chess with multiple parties is crucial. [10].

The Economic Corridor between Pakistan and China is a network of geographic systems. The Central Asian Republic, Iran, Afghanistan, India, and other neighbouring countries will also benefit from the China-Pakistan Economic Corridor (CPEC) and China and Pakistan. It is required to upgrade geological linkages with the improved street, rail, and air transportation framework with continuous and free trades of development and one-to-one contact to promote comprehension through educational, community, and native acquiring knowledge and tradition; to create and move optimism to have a better-fit organization; and to boost co-activity through mutually beneficial model. [11].

## **2. CPEC Project and Socioeconomic Development**

Every society's infrastructure initiatives significantly impact socioeconomic growth. The multifunctional China-Pakistan Economic Corridor project would change the socioeconomic landscape of Pakistani society. Under the CPEC, modern technology infrastructure to assist Pakistan's socioeconomic progress shall be constructed. The Gwadar harbour is of paramount geostrategic importance to the CPEC project. Gwadar's prosperity will help propel Baluchistan

forward. The CPEC would improve the socioeconomic status of many Baluchistan citizens by creating employment and entrepreneurial opportunities [12].

### 3. Roads infrastructure

Apart from building fresh paths and updating current road infrastructure, initiatives associated with the China-Pakistan Economic Corridor (CPEC) aim to improve marketplace and commercial connectivity. Power tunnels will become a part of the road network alongside highways, railroads and roadways. 2500–3000 km of roads would connect Kashgar with the port of Gwadar for US\$978 million. Seventy percent of the Karachi-Lahore highway has been constructed, among eight schemes, including railroad and road infrastructure [19]. One railway project has been finished and put into service. Commerce and economic collaboration with China, as well as commerce through Pakistan and China, would rise as a result of CPEC investments in transit infrastructure. Pakistan will switch from using the ocean and airways for trade routes with China and other nations to using the least expensive land travel. The high transport cost will encourage the export of agricultural commodities to the global market [13]. Because of its efficient transportation infrastructure, the CPEC would have a competitive advantage in the worldwide market by lowering domestic transport expenses and postponements [14].

**Table 1: Lengths and costs of the roads in CPEC**

S. No.	Project Name	Cost	Length (Km)
1	Hakla D.I Khan Motorway	Rs. 285 Billion	285
2	D.I Khan (Yarik) –Zhub (N-50)	Rs. 81 Billion	210
3	Zhub Quetta (N-50)	Rs. 70 billion	331
4	Khuzdar-Quetta– Chaman Section (N-25)	----	431
5	Surab-Hoshab (N-85)	Rs. 13 Billion	449
6	Gwadar – Turbat – Hoshab (M-8)	\$1366 Million	193
7	KKH Phase II (Thakot -Havelian Section)	\$1366 Million	118
8	Peshawar-Karachi Motorway (Multan-Sukkur Section)	\$2980 Million	392
9	Khuzdar-Basima Road N-30 (110 km)	\$80 Million	110
10	Upgradation of D.I.Khan (Yarik) - Zhub, N-50 Phase-I (210 km)	\$195 Million	210

11	KKH Thakot-Raikot N35 remaining portion (136 Km)	\$719.8 Million	136
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#### 4. Railways infrastructure

The National Railway Administration of China and the Ministry of Railways of Pakistan collaborated to assess the feasibility of this CPEC initial harvest project. The China-Pakistan Economic Corridor (CPEC) will provide US\$ 8.2 billion for maintenance and upgrades to the 1,872-kilometer-long Karachi Lahore-Peshawar (ML-1) Railway track [15]. The only necessary component of the China-Pakistan Economic Corridor (CPEC), the Mainline-I project, has been postponed by Pakistan since Beijing estimated that it would cost \$4 billion in phase II, \$627 million more than Pakistan had estimated [16]. It was determined that we should collaborate to carry out the feasibility study and ascertain the expense and scope. China Railway Eryuan Engineering Group Co Limited (CREEC), National Engineering Services Pakistan (NESPAK), and Pakistan Railways Advisory and Consultancy Services (PRACS) were the three organizations that comprised the partnership. NESPAK estimates that Phase I will have a \$3.4 billion price tag. On the other hand, phase-I costs are calculated by Chinese consultant CREEC [17] to be \$4.02 billion, \$627 million more than NESPAK's estimate.

The latest version will show how, over the past few years, travelling by train has substantially declined from its once-common usage. In the 1970s, Pakistan Railways carried 70% of the country's goods; now, they only handle 4% of that total. Pakistan Railways seems to anticipate that following this Project, the percentage will increase to 20%, and by 2025, cargo shipping will have increased from five to 25 million tons annually. Furthermore, there will be a forty-five percent increase in travellers (from 55 to 80 million annually) [18].

Following are the railway projects under the CPEC.

##### 1. Expansion and reconstruction of existing Line ML-1

The estimated cost of the Project is 8172 US \$ Million, and the length of the Project is 1830 Km. The Project will be completed in almost two phases and is expected to be completed in 2022.

##### 2. Havelian Dry Port (450 M. Twenty-Foot Equivalent Units)

The estimated cost of this Project is 62 US\$ Million. Project Feasibility is already completed, and the Project is to be put on the fast track. And the Framework agreement signed in May 2017

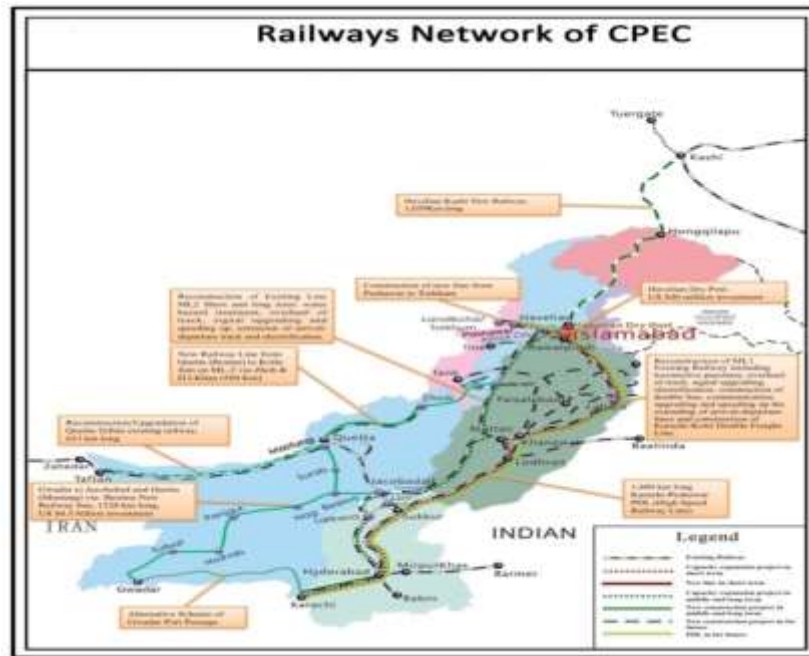


Figure 1: Railways network of CPEC

## 5. Challenges

The following are the challenges that are expected to be faced.

### 5.1. Cultural differences

The religious landscapes of China and Pakistan differ significantly from one another. Despite our highly disciplined and spiritual society, China has more sceptics than any other country. The CPEC courses will facilitate sharing cultural practices, language customs, and spiritual convictions in addition to goods and other objects. Personal exchanges will grow. In the past, Buddhism, Christianity, Manichaeism, and Islam were spread over the Silk Road. Buddhism was brought to China via the Silk Road. The travellers found different religions, and they got back to their unique local surroundings. Throughout Eurasia, several social orders developed. The modern Silk Road has revived the old Silk Road. One potential benefit of working together in the interim may be the inevitable spread of new concepts and knowledge, undoubtedly an indicator of growth and progress. Over the past few years, there has been a considerable advancement in Chinese engagement, creative development, and interpersonal interaction, leading to increasing trade. They continue to be our best chance at a successful outcome.

In the widely shared "Shan masala" advertisement on the internet, a Chinese woman dressed in traditional Pakistani clothing brought Biryani to a Pakistani household. The opposite will likely

happen as well, ideally as soon as possible. The sight of a Pakistani woman wedded to a Chinese guy has already inspired some people. Some of you might have thought it was a joke. The press is the primary medium for transmitting civilization. The goal to broadcast Chinese content on Pakistani T.V. via Digital Television Terrestrial Multimedia Broadcasting (DTMB) was made public by the entire CPEC strategy. There were even rumours that these amenities might be extended to Pakistan's impoverished regions, where one could still come across people going about their everyday activities. In recent years, dramatization arrangements in Turkey and India have grown in popularity with people of all ages. Even while it seems sensible that someone would act falsely and hurt others—especially teenagers—no one should be held accountable for it.

CPEC may be subject to similar circumstances. There is now an officially recognized Chinese symbol on camera in the film "Chalay Thay Saath". In a similar vein, there is a lot more to come. Nonetheless, gaining significant morals is beneficial. For example, the Chinese have significantly more enticing dedication to work than we have. Their strong belief in the importance of diligence, devotion, and responsibility drives China's quick economic development. Unfortunately, many in our nation lack responsibility and have poor work ethics, which impedes growth. A fruitful collaboration can also guarantee the Project's completion. If not, Chinese and Pakistanis may become more competitive and attempt to surpass each other, resulting in a nasty rivalry.

As a country, we must realize that the growth path is accepting and upholding one's way of life, not giving in to the pressure of social norms that conflict with it, and selecting only constructive behaviours. Our ancient, well-defended culture is also in danger. It is up to us to protect and maintain our way of life.

## **5.2.Security issues**

This strategy is justified by the idea that growing Pakistan's economy will lessen the challenges posed by radicals like political extremists. Both China and Pakistan believe economic growth might improve Pakistan's safety environment and create a more equitable state of affairs. China understands that the risks and weaknesses of the financial corridor in terms of security, politics, and society cannot be ignored. The first of these threats is fear-mongering, which has long endangered Pakistan's domestic stability and safety. Pakistan has taken action against acts of



terrorism and extremism in religion, but the country's problems with psychological oppression have not significantly improved recently. Due to the importance of the CPEC to the Pakistani government, the construction sites and design teams for these projects could eventually become centres for extremists who espouse both religion and national views. Chinese designers employed in Pakistan have indeed experienced several incidents of physical abuse or even death. For example, in May 2016, construction sites in Karachi were seized by Sindhi separatists. Thankfully, there were no Chinese labourers hurt or murdered. During that time in September, Baluch militants wounded at least two Chinese architects and murdered several people. Furthermore, a string of enormous, terror-driven, oppressive attacks in Baluchistan have taken numerous individuals and exposed the inadequacies of the safety environment in this region, where China is engaged in significant projects.

Even though Pakistan could benefit financially from the China-Pakistan Economic Corridor (CPEC), authoritarianism based on fear remains a threat to national security. The road aims to promote stability and achievement over time and will benefit all citizens by increasing national wealth. China has been assured by the Pakistani specialists that every effort will be made to safeguard Chinese employees during this time. Right now, this is a feasible duty. In any case, Pakistan would eventually need more help to ensure the safety of the expanding CPEC transportation network, requiring the installation of additional security forces and supplies. It can be challenged later on if Pakistan can preserve an effective armed forces posture to ensure the safety of every one of these vital lines.

### **5.3.Non-state actors**

Russia is not considering the possibility of Islamabad and the CPEC cooperating. The Russian Federation's Ministry of Foreign Affairs announced that "the Pakistani media reports about mystery transactions between Russia and Pakistan on the execution of activities as a feature of the China-Pakistan Economic Corridor (CPEC) are inconsistent with the certainties."

With as many countries expressing a desire to participate, the China-Pakistan Economic Corridor is undoubtedly evolving into an entirely novel cooperation akin to BRICS. Recently, China and Pakistan created the China-Pakistan Economic Corridor (CPEC) together, which has attracted significant global players such as the United Kingdom, France, and Russia, in an attempt to construct a different connection (similar to the European Union, but not limited to Europe).

The \$51 billion Project has been widely covered by the press in the past few weeks, partly due to the possible advantages for China, Pakistan, and Asia in general, but also since there are rumours that it might lead to India and Pakistan resuming hostilities. It seems unlikely that India will start a war against the CPEC given the number of nations helping hand it. Strangely, Moscow, which has historically been India's leading armament supplier, is now leaving India for Pakistan, as seen by its willingness to join the CPEC. As speculations of a potential China-Russia-Pakistan powerful triangle continue to circulate, Russia appears to have the best possibility of any country joining the CPEC. Islamabad, Beijing, and Moscow may publicly announce their cooperation through CPEC.

## **6. CPEC is an establishment for the China-Russia-Pakistan superpower triangle**

Days prior, Russia and Pakistan are said to have met to discuss an additional route, which prompted Moscow to formally seek access to the Gwadar Port and entice China and Pakistan to participate in the lucrative multibillion-dollar Project. According to reports cited by Pakistan's Daily Times, the chief of Federal Security Services, the Russian intelligence agency, made an unusual visit to Pakistan. Top Russian and Pakistani intelligence personnel have discussed strengthening their military cooperation and two-sided opposition. According to reports, the two nations wished to restructure the collaboration between their insight organizations. Additionally, it was reported that the chief of Russian intelligence travelled to Gwadar, a significant hub for the China-Pakistan Economic Corridor (CPEC), a 3,000-kilometer system of roads, trains, and pipes connecting Gwadar with Kashgar.

According to the media outlet's sources, Russian officials expressed satisfaction with the CPEC's financial potential and indicated interest in using Gwadar Port for international business. Additionally, it was alleged that the Russians promised to improve their economic relations by purchasing real estate in many areas of Pakistan.

## **7. France is enthused about joining the CPEC.**

Prominent European countries, such as the United Kingdom, have expressed optimism that the CPEC might see significant growth. In fact, several other European countries, including Germany, Italy, Spain, and others, could follow a similar approach in an attempt to share in the lucrative CPEC pie.

According to all accounts, France is now deployed. Jean-Marc Fenet, head of the Regional Economic Department for India and South Asia at the French Embassy, praised the completion of a portion of the China-Pakistan Economic Corridor a few weeks prior.

Speaking to the business community at the Islamabad Chamber of Commerce and Industry (ICCI), Fenet said that France views Pakistan as a sizable and profitable trading partner. Fenet added that his country is eager to take further action to strengthen the bilateral trade and financial relationships. Fenet continued, praising the CPEC for creating many business and investment opportunities and stating that France is intensely interested in South Asia. Philippe Fouet, the chief of the economic section of the French Embassy, echoed Fenet's assertion that his country had the cutting-edge innovation and capacity Pakistan needs to grow its economy.

### **8. CPEC is China and Pakistan's trump card**

By all accounts, Pakistan would be willing to let other countries join the CPEC. The prime minister of Pakistan has said that any country is welcome to join the China-Pakistan Economic Corridor. It was once brought up by Sharif at a meeting with Gurbanguly Berdimuhamedov, the president of Turkmenistan, suggesting that Islamabad is also open to Turkmenistan completing some of the Project. Sharif praised the CPEC as a project that helps Pakistan and observed that, in the long run, the initiative has a direct impact on Asians' lives. Sharif also praised Turkey for providing funds for the Project. Turkish financial expertise might benefit from the CPEC, according to Sharif in an interview with President Recep Tayyip Erdogan of Turkey.

The Project's financial backing from Turkish business people would strengthen the two nations' economic relations. In response to Sharif's pledges to enhance bilateral ties between Islamabad and Ankara, theories have also been floated about a potential quadrilateral alliance of China, Russia, Pakistan, and Turkey. China maintains cordial commercial links with Turkey, even if relations between Moscow and Ankara have recently improved.

Although the likelihood of triangles or squares forming between states is uncertain, the China-Pakistan Economic Corridor (CPEC) might be a reliable indicator of whether countries are willing to support China and Pakistan openly.

## **9. SWOT analysis**

### **9.1.Strength**

After the enormous successes of the last five years, more projects are expected to be underway, with the notable exception of this year's New Gwadar International Airport, which represents a magnificent milestone for CPEC.

Additionally, she stated that "early collaboration under CPEC is expected to be implemented later for the development of foundation operations, including the upgrading of ML-1, the Karachi Circular Railway, street expansions, and mechanical involvement."

Dr. Shamsad Akhtar assured the members that the current political upheaval in Pakistan will not jeopardize the CPEC projects. She said, "We have to make sure that CPEC projects are completed on time and in accordance with the established criteria." In the article, she highlighted the close relations between Pakistan and China, stating that "China is the foundation of Pakistan's outside approach and key helpful association is moving from quality to quality."

The priest emphasized that assistance should also be given to the projects in Gwadar and the Special Economic Zones, which are essential to the CPEC plan and the local people. She saw some of the main benefits of CPEC as the development of industry and commerce, collaboration to form new industrial groupings and ensure sustainable economic growth, and the supply of CPEC products to underdeveloped regions of Pakistan.

### **9.2.Weaknesses**

The most interested parties need to be aware of, invested in, and owners of the China-Pakistan Economic Corridor (CPEC); they also need to lack the underlying temperament and attitude that catalyzes achieving the necessary outcomes; they need exceptionally gifted labour; they need Pakistan Railways to refuse to abide by the requirements for establishing a rail network at the two undertaking stations within Pakistan; they need recreation centres in the city of Gwadar; they need to be far from significant organizations like the State Bank of Pakistan, the Federal Board of Revenue, the Security and Exchange Commission of Pakistan, and the Small and Medium Enterprises Development Authority; they need to be disconnected from the Project; they need to lack grassroots mobilization; and they need to be unaware of the general flourishing that this endeavour will bring about among them.

Pakistan must fulfil all three requirements to benefit from CPEC fully, but it currently needs to do so. First and foremost, Pakistan must rebuild the institutions required to support legal frameworks, enforce legal processes, and ensure political stability.

Second, as part of the CPEC plan, the neighbourhood's roadway and transportation infrastructure must be upgraded. Build a local network to ensure the training produces the anticipated business and financial results. Local governments ought to efficiently oversee transit and street design.

Third, formal education and specialized training must be expedited to boost human capital, particularly in underprivileged areas. To match local expectations, the administration should offer instruction sessions specific to the area. This makes it possible to assess the demands and opportunities for local businesses. The outcomes of CPEC would never be realized without the development of an integrated institutional framework, a local street and transportation infrastructure, or the expansion of human capital specific to a particular zone.

### **9.3.Opportunities**

The centrepiece of this triangle strategy is the China-Pakistan Economic Corridor (CPEC). China's Kashgar region remains connected to Turkey through Iran and Gwadar to Karachi through the China-Pakistan Economic Corridor (CPEC). The CPEC group of projects includes dry ports, transportation networks, energy-generating facilities, and railways connecting Kashgar and Gwadar. Because the Joint Coordination Committee (JCC) included more proposals during a meeting in Beijing in December of last year, the JCC's predicted value of CPEC increased from \$46 billion to \$59 billion. The building of the Diamer-Bhasha Dam, the Peshawar-Karachi Railway Line, the Karachi Circular Railways, the Orange Line trains serving all major towns, the Ketu Bander Port, Special Economic Zones (SEZs), and three energy expansions in Sindh are only a handful of these new ventures.

China For small and medium-sized businesses (SMEs), the Pakistan Economic Corridor (CPEC), essential to equitable growth processes, may offer significant benefits. Pakistan Vision 2025 states that inclusive growth is the best strategy for achieving sustainable economic growth. Small and medium-sized business growth is given top priority by the Ministry of Planning, development, and Reform in order to effectively carry out CPEC initiatives involving SMEs. The RTC sought to foster dialogue among interested stakeholders (public, commercial, and civil society) on enhancing financial institutions' ability to provide lucrative loan programs for small

and medium-sized enterprises (SMEs) and facilitating SMEs' access to capital markets. The creation of creative solutions to collateral problems received special attention. These included group guarantors, more flexible types of collateral, and other strategies, especially for SMEs with limited fixed assets. Secretaries from the federal and provincial governments, representatives from development-related organizations, and the academic community attended the meeting.

#### **9.4.Threats**

The world's leading nations are closely monitoring the Pak-China Economic Corridor while also considering their interests. This initiative is now underway, and think tanks around the globe and in all the major capitals are taking a close look at it. The three superpowers—the USA, India, and Japan—face challenges in completing this endeavour. The world's only superpower sees CPEC, the United States of America, as an indication that its colonial dominance is about to end. In terms of finance, Japan is concerned that if CPEC is effective, the roughly 9000 km reduction in trade distances between China and its trading partners will cause it to lose its competitive edge over China in the global financial markets. March 8, 2017 Shahagir World Times, China has stopped its activities in the South China Sea due to joint U.S. and Japanese efforts. Regarding scope, the CPEC project is the most significant infrastructure project since the US Marshall Plan was implemented following World War II.

#### **10.Conclusion**

Pakistan has dramatically benefited from the China-Pakistan Economic Corridor (CPEC), accelerating socioeconomic growth. Infrastructure improvements, energy-related programs, industrial collaboration, human resource development, and cultural exchanges have all resulted in the creation of jobs, the elimination of poverty, an increase in the availability of energy, industrial growth, the development of skills, and an increase in tourism. Achieving equitable and sustainable development for all facets of society is essential as Pakistan works to fully realize the promise of the CPEC.

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