

Building the Nation Amid Infrastructure; China Pakistan Economic Corridor (Cpec), Dividends and Apprehensions

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Abstract: Economy is a backbone of any nation's success. Forming a nation's infrastructure and carrying stability to an existing structure always require deliberate study. It is claimed that Beijing's sixty-two billion investment in CPEC will increase the financial facade of Pakistan. CPEC is one of the significant and enormous investment of China in an offshore state, and this has proven its worth being the fastest infrastructure project towards its fulfillment. In this framework, the study investigates the understanding of how this claim yields socio-economic and structural stability to the state of Pakistan. How far its successful implementation can reconstruct the Pakistani economy towards a middle-income country and might encourage in addressing some key issues such as poverty, illiteracy and terrorism? Besides, the data for this research has incorporated from official archival documents, agreements, statements from Pakistan China Institute's Annual Reports. The study has used the gravity model and endogenous growth theory as a tool to understand infrastructure and technological advancement for economic prosperity and national progress. Overall, the aim of this study is to reexamine the historical development of CPEC by gauging the particular experience of the infrastructure. The research discusses the global and domestic challenges towards the definite achievement of the CPEC project.

Keywords: Infrastructure, CPEC, Economics, Nation, Development

1. Introduction

The world has expanded the prospected capabilities that could heighten the vital sections of projects appearing in favorable industrial advancement. Projects that are effective for the world and open many gracious standards for increasing capacity of different regions have considerable influence over the international economies. The purpose of the research is to examine the Impact of CPEC on Infrastructure Improvement. CPEC intends to determine many infrastructure parts comprising, part of health, industrial sectors, mechanical zones, business, infrastructure, and academic institutes with divine capacities of the Grand program programs. Across the range of CPEC programs, various communities could contribute

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to in their vast parts, which could not only reinforce the capabilities but could lift their various parts. The CPEC partisans not only furnish the list specifying enormous benefits to the local publics but also establish benefits to governmental economies. However, the complications also overcome among centers and to the foreign economies while seeking for the estimated benefits. Many aspects have a powerful influence upon the CPEC project, while diversity exists among quantity of segments that have a substantial affirmation of CPEC(Aslam, Khan, & Rafi, 2016). The base of transport and highway favor outstanding control over the travel, which reinforces in CPEC situation through billion-dollar projects. The over- demanding minutiae of CPEC have joined diverse benefits to the economies of varied societies, with a huge category of security methods that could be incorporated. The drive of one belt one road has remained essential features which confirm prominent fulfilment of a reconciliation between the states attached through OBOR. Infrastructure development attracts a tremendous position of the influence of CPEC, which is dealt with as a gate opening for the small states with limited economies. The study highlights it shall not only facilitate insufficient societies to arrive at the business but also benefit to establish many examples of strengthening their economies(Suleri, 2018). To expand reaching perspective in CPEC, infrastructure improvement could calculate different aspects shapes on the CPEC project. The analysis of establishing infrastructure, FDI, and CPEC is elaborated on in dealing with Pakistan. For business and abolishing obstacles of distance, China has set up the project of CPEC, which has turned over much consideration toward the advanced and undeveloped states. The time of many exchange needs is an effective part of this project, which has brought a convenient view of facilitating commerce among diverse states. The progress of one belt one road is also the predominant mean of the CPEC, where the states could meet business within a specific track project. Understanding of the CPEC project has gained tremendous emphasis where the links establish with many states of various localities, while the Asian world is enough familiarized with it(Hussain, 2017). It is in this backdrop, the study investigates that Pakistan, being a developing state, has a poor transportation system. As it has had five provinces but the eastern part of Pakistan is more developed than the Western part, whereas the South-Western part is larger and only 5% population lives here because of insufficient infrastructure and poor transportation. This imbalance condition is another proof that Pakistan not only need infrastructure to strengthen its position at regional level but it also needs modern public transport system since the 1970s (ul Haq, 1971). If we retrospect, it is very accurate and interesting to note that Islamabad's economy had improved with New Delhi's till 1990s. Its economy developed at the respectable amount of 6% for the first four eras, not usual for new born countries; be that 'the Level 50s, 'the Excellent 60s, 'Communist 70s and 'Revivalist 80s, notwithstanding foremost hostilities in 65' and 71'(Husain, 2005) . In the era of 'the Fumbling 90s', nine diverse administrations governed the state, developing in the snappy shrinkage in economic displays, because of governmental insecurity(LLC & Books, 2010). Besides, all these developments took place because of external circumstances and international milieu. Otherwise, the policy makers of this state never succeeded in the permanent implementation of any positive economic formula. Pakistan's economy failed to get basic roots of economic progress and since its creation, it has been struggling to get out of a dependent economic position. For that purpose, it is vital to focus on infrastructure to appeal the foreign investors and to convince local stakeholders as well. Under these situations, the now CPEC scheme has exposed a novel spark of hopefulness for the

infrastructural development of Pakistan and in the eyes of its citizens. In this backdrop, this study tries to investigate CPEC project and analyses its practical influence in transportation department of Pakistan.

Here I have deployed a conceptual framework about the vitality of infrastructure, gravity model as analytical tool to adopt a more nuanced, yet substantive, approach to measuring the importance of infrastructure for Pakistan under the rubric of CPEC project, that how far improvement in infrastructure has strengthened Pakistan's economy a nation on strong footage; whereas on the flip side the study also highlights few apprehensions of major stakeholders behind this mega investment. For the purpose of this analysis, it is therefore more important to assess CPEC project in key economic policy-making areas of Pakistan. Such an approach will help in providing an explanation of Pakistan's stance about its dire need of infrastructure to survive in 21st Century. Applying in this study the descriptive and argumentative approach along primary data analysis which have taken from official reports of CPEC Project, authorized files and Certified websites of Pakistan and structured interviews from project directors.

2. Conceptual Framework

The first investigative analysis on infrastructure demarcated it as a protected and consistent tactic, who elucidated that to link worldwide manufacture structure is to construct "economic corridors," which positively is one of the central ways to facilitate economic attention. Further, emphasizing the implication of supporting the initial work with positive accommodations which are analyzed critical for colossal enhancements of a country. It is an appropriate set-up in standings of volume and worth, to establish a condition satisfactory in appealing a covered quantity of venture in the states(Batten & Karlsson, 2012). Therefore, infrastructure is not the outcome and closure of monetary action slightly but it is an agenda which brands economic progress conceivable. In other arguments, infrastructure marks the people from two chief scopes from economic feature and from the group characteristic(Khanna, 2016). The latter can be measured as the product of former as economic infrastructure is destined to supervise and assemble a structure for contemporary manufacturing undertakings although the social substructure motivates to offer chances to the humanity in improving their collective and humanoid wealth. Likewise, crossways a comprehensive notion of infrastructure, highway connectivity grasps excessive reputation, as economic development in current period keeps people associated(Button, 2010). Plus, the information propose that road linkage supports in affording engagement, enables the inter-community resettlement and commerce which recovers corporeal and human efficiency and henceforward, lessen poverty. Further, an essential fascinating physical alteration of construction lane connectivity has been the equipment and composition of engineering elements. In small municipalities, numerous novel settlements have also originated into reality because of betterment in infrastructure.(Planning, 2001). Plus, recognizing the meaning and weight of infrastructure, countries are strengthened to capitalize substructure. But in evolving Asian nations, the interest to concentrate on infrastructure has been little because of low saving and poor economy of such states. (Singer & Bird, 2004). Remarkably, the most effective literature on the worth of infrastructure for development of state and mega cities has identified that now the underdeveloped areas are changing key priorities making the

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infrastructure the strategic component of economic growth through development of mega cities in a state. Because centuries-old opinions about this reality is very clear that environment and sophisticated infrastructure makes few places superior while making other places inferior has been the strategy of Great Empires throughout in history (Khanna, 2009). But now we must welcome this change of modern telecommunication, roads, railways, latest airports, energy networks and internet lines. Currently, each successful state appreciates the idea that connectivity is the future. London, Paris and New York are it's vivid examples because of their marvelous outlook (Khanna, 2011). Likewise, reflecting the world through the lens of connectivity produces novel visualizations of how we establish ourselves as a species. International infrastructures are converting our world arrangement from separations to contacts and from countries to knots. In fact, groundwork is like a nervous organism involving all portions of the terrestrial frame; wealth and program are the blood units running through it (Khanna, 2016). Undeniably, backing infrastructure for maturity could be well-defined as one of the chief production to respect the economic growth model (Calderón & Servén, 2004) (Straub, 2008) (Yusuf, 2008). As recently, it has mentioned in Article II of the Asian Infrastructure Investment Bank (AIIB) that it is vital for economic gains, and arranging connectivity in Asia by capitalizing in basic set-up and other industrious segments are the vigorous goals of AIIB (Wan, 2016). It encourages provincial collaboration and corporation and in concentrating expansion contests by functioning in intimate partnership with other multidimensional and two-pronged expansion organizations (Zhu, 2016). In these Contracts, orientations to "Asia" and "region" has comprised the topographical areas and configuration organized as Asia and Oceania by the United Nations. (Xing, 2015). To device its resolution, the AIIB have the succeeding purposes: encouraging speculation in the area of public and private center for expansion resolves, in specific for expansion of infrastructure and other industrious segments (Yu & Institute, 2015). Moreover, utilization of the capitals at its disposal for supporting such progress in the county, counting those schemes and agendas which will subsidize most successfully to the symphonic monetary progress of the district as a whole and having exceptional respect to the requirements of less developed participants in the region (Yu & Institute, 2015). It reassures private venture in developments, initiatives and actions promoting economic enlargement within the county. (Herzog, Gruševaja, & School, 2015). In fact, economists have been demanding to response a very rudimentary query since the beginning of the discipline: why do states business with one another? Surprisingly, for a more comprehensive reflection of intercontinental trade we go not to a celebrated economist, but a legendary physicist: Isaac Newton, he did not deliver any definite economic investigation on the theme of global commerce, nevertheless, his rule of universal gravitation is, as it goes out, astonishingly pertinent to the arena (van Bergeijk & Brakman, 2010). A modified form of Newton's law can assist to elucidate the current and capacity of trade between two nations. This law is changed into a model that is mentioned to as the Gravitational Model of International Trade (Deardorff, 1998). Exercising this ideal we can report for the size of trade between nations and appreciate a massive demonstration of economic variables in a calmer to understandable mode. The gravity model elucidates the outcome trade variables have; by analyzing the comparative scope of economies, transaction outlays, shared cultures and language barriers (Carrere, 2006). Moreover, it has evaluated the impression of few displays connected to vocation assistance—substantial infrastructure, border and conveyance competence, and the commercial and supervisory atmosphere—on the export presentation of 101 unindustrialized markets (Ismail & Mahyideen, 2015). Alike, material infrastructure

was discovered to have the extreme impression on trades. In addition, applying a gravity model tactic, it concentrated behind-the-border procedures that manipulated bilateral commerce streams in East Asia, such as broadcastings facilities, excellence of harbor structure and distance of recognition evidence(Calderón & Servén, 2004). Other scholarships that have pertained the severity standard also highlighted the vital character of groundwork for entrepreneurship. Exemplifying that mutual trade streams in Southeast Asia were disturbed by shipping substructure and principally seaports(Mody & Bank, 1997). It has discovered that deprived infrastructures and harbors, inadequately acting payments actions and measures, softness in controlling competence, and restricted approach to economics and trade facilities overstated commerce. Once encompassing the gravity model to commerce simplification dealings and to a superior example of 75 markets, postulated that harbor competence and the substitutions for substructure excellence for the skills segment, such as the usage, swiftness, and price of the internet, meaningfully quenched business programs. It has also originated that successful harbor and airfield effectiveness could definitely influence intra trade(Judd, 2003). In mounting a gravity model to examine the result of set-up on the capacity of trade via its authority on transportation prices, discovered that infrastructure had a noteworthy and optimistic association to the balance infrastructure and the capacity of business(Verma & Ramanayya, 2014). As an outcome, transformations in carriage prices among markets may underline distinctions in their aptitude to contest in intercontinental marketplaces. Additionally, dissimilarities in the size and value of infrastructure may report for disparities in vehicle prices and, henceforth, differences in attractiveness. Improved conveyance facilities and infrastructure progress worldwide increases trade volume(Kessides, 1993). A gravity model which comprised imitation variables demonstrate opportunities of transportation(Roads, 1965). It was discovered to be a significant influence in regulating passage outlays, particularly for non-coastal countries(Erlander & Stewart, 1990). Projecting that modifications in infrastructure deemed for 40% of shipping prices for coastline states and 60% for blockaded countries(Hirantha, 2004). Additionally, numerous narratives examined the position of infrastructure on commerce in the dressing, locomotive, and fabric sub-divisions. Their training demonstrated that trade presentation was drastically moved by infrastructure excellence, specifically port competence. By exploiting major mechanisms to build two pointers on infrastructure and established value, originate that recognized superiority, alongside shipping and telecommunications frame, was a momentous factor for a country's export heights as well as for approaching ships. The outcomes encourages the confidence that export enactment changes on influential excellence and approach to broadcastings and shipping infrastructure(Zhang, 2018). Experiential information chains the character of infrastructure in encouraging development. It has evaluated the standing of infrastructure on efficiency development.(Briceno, Estache, & Shafik, 2004). Infrastructure facilities has advanced state efficiency progress. Justifying this statement, a data established on material infrastructure supplies like roads, rail defenses, electricity-generating volume, mobiles, and phone outlines for 152 markets for 1950-1995(Rainer, 1990). Mobiles and cemented roads had been noteworthy impression on progression during that time period. Likewise, in a related scholarship, It has examined that infrastructure on East Asia's monetary evolution inspired a growth related agenda(J. Y. Lee, 2016). It has prolonged this learning exercise with substantial infrastructure that displays across four segments: satellites, energy, shipping, and river. When development declines and evolution office were recycled, displaying that the progress degree of frameworks had an optimistic

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and substantial impression on the progress degree of East Asia-Pacific comparing it with South Asian markets (Mahbubani, 2014). Though, the outcomes from the growth-accounting practice discovered that optimistic and noteworthy consequences of infrastructure on entire issue efficiency progression, were only perceived in the China, Korea, and Thailand for the broadcastings and energy gauges. (Rotberg, 2009). Moreover, the notion about the CPEC infrastructural project is also echoed by Alok Ranjan and Shashi Tharoor, who wrote cautiously that although majority of the state in South Asia have applauded these Chinese enterprises on infrastructure investment particularly on CPEC, demonstrating it a flagship project for Belt and Road Initiative (BRI) but Delhi has been introverted because of its geographical sensitivities. Realists understand these advantages as a Chinese effort to improve its expansionist program in the broader Indo-Pacific area and to accomplish a calculated hold of India in South Asia (Ranjan, 2015)(Tharoor, 2015). Furthermore, Robert D Kaplan and Andrew Small have demonstrated that China through this mega project only want to protect its national interests. Beijing is pretending to build infrastructure for socio-economic prosperity of the region but in reality, it is plotted to deal with Chinese “Malacca Dilemma.” Its China’s long-term quest for a presence in the Indian Ocean through projection of so called economic development and construction (Kaplan, 2010)(Small, 2015)(Lam & Institute, 2014). Michael Pillsbury and John Mearsheimer highlighted in their narratives that Chinese ambitious about development in Asia is nothing but to attain the expansionist designs and to laid foundations for the decline of American power. Perceiving Chinese investment plans as a future imperial power in Asia and force America to intervene to support the victim developing states. Such school of thoughts project American role is gravely needed justifying it’s constructive role during the Cold War (Pillsbury, 2015)(Mearsheimer, 1990)(Mearsheimer, 2006)(Mearsheimer, 1995)(Mearsheimer, 2010).

No doubt, the World is in the middle of a historic structural transformation. Underdeveloped states are curtailing the gap with the developed World. Infrastructure and transportation advancement in the developing world is driving the largest wave of urbanization (Mahboob-ul-Haq, 1997). Likewise, China’s peaceful rise as the second major economy of the World since the economic meltdown of 2008 has been getting the attraction of developing states. As China is struggling to put the Asian Hemisphere out of economic deprivation because after 9/11 this region has confronted worst devastation in economic domain (Straub, 2008). China is following the footsteps the way Washington performed after the end of Second Great War, when the USA launched Marshal Plan to reconstruct Western Europe (A. Lee, 2012). *Similarly*, this economic project not only enhances technological expansion but also in a position to exterminate poverty and terrorism from Pakistan. Plus connected the CPEC project with China’s Belt and Road Initiative (BRI) further increase the economic position of Pakistan along the gigantic linkages of this set-up. In fact, it is the flagship and the pilot project of BRI (China, 2015). And on account of the geo-strategic position of Pakistan it is hard to neglect Gwadar. The ultimate reason of building economic corridor is to quicken commercial undertakings in the Baluchistan (Baru, 2012). Equally, CPEC through excellent infrastructure can not only alter the economic stability of a state but also benefit the whole region. As it has the perspective of amalgamating other sub-regions of Asia and could work a central function in cultivating economic environment (Suleri, 2018).

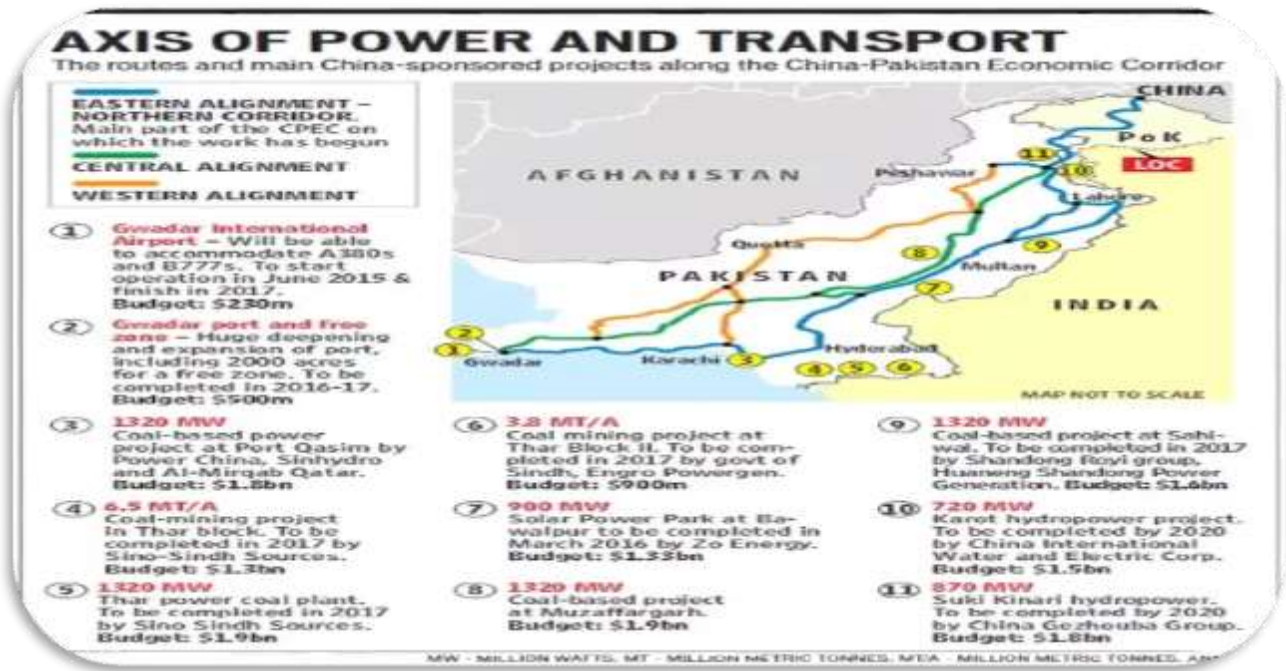
The literature on the prominence of CPEC on strategic grounds is enormous and has written, but it also clarified a robust research gap that no scholar has penned down on infrastructure. Therefore, the study investigates CPEC in terms of infrastructure to develop a new framework for this study. The study is different because it investigates CPEC framing the infrastructure, with the case study of Pakistan keeping in view the Gwadar port. In fact, the major shortcoming in the thread of existing literature is that the analytical lens through which we can measure infrastructure for the urban and economic development of Pakistan seems to be absent. Infrastructure has always been the key element in the economic growth of any state. In this context, the article defies the existing concept and orthodox narratives who think that building infrastructure and achieve tangible progress through this project is opaque and a nightmare.

3. CPEC and Infrastructural Development

Gwadar has acknowledged an appropriate location for forming a maritime dock exclusive of the abundant monetary financial plan. The construction of the harbor initiated in March 2002, once it was presented to the Port Authority of Singapore (Malik, 2012). The main phase of the project completed in 2006, and surrounded construction of groundwork. The harbor was initiated by then President, General Pervez Musharraf in March 2007 along the early development and stays to date. Due to an inefficient performance of the Port of Singapore Authority the port was handed over to a state-run Chinese firm of China Overseas Port Holding Company in 2013 (R. Syed, 2013). Presently, Pak-China diplomatic and economic relations have grown rapidly because of the mega project of CPEC which initiated in the 1950s (Wikipedia & Books, 2011). The primary stage of the economic hallway is about “Early Harvest” plan of the CPEC, which is being anticipated to be accomplished by December 2018 (S. T. H. Syed, 2016). It will produce transformational alteration by resolving the difficulties of energy and groundwork part. In this period, the road connectivity would also be finalized to interconnect the provinces and the region. The second period envisions the formation of cross-border Optical Fiber Cable scheme between both states; fabric clothes manufacturing square projects in Pakistan; abundant undertakings in the energy zone accommodating control from numerous foundations encompassing hydel, coal, wind, solar and nuclear, involving the enlargement of coal excavating ventures, production of barrages and the connection of nuclear reactors (Khan & Anwar, 2016). As the blueprint of first and second phase can be understood in the proposed following map respectively. Further, in this phase agreements have been made to construct a different project which has been explained widely along economic cost in US\$ in the following map (‘Gwadar Port’s location to facilitate regional trade and development: Naseer Khan Kashani - CPEC Late’, n.d.).

Figure 1

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Source: CPEC, Government of Pakistan, Official site. 2018.

The third level of the project generally contains chief advancements to Pakistan's declining railway structure, incorporating the rebuilding of the whole Main Line 1 railway between Karachi and Peshawar by 2020; this railway currently grips 70 per-cent of Pakistan Railways transport. Adding to the Main Line 1 (railway), promotions and growths are slated for the Main Line 2 and 3 (railway). The CPEC design also demands for achievement of a rail bond over the 4,693-meter high Khunjerab Pass (Butt & Butt, 2015). Moreover, call for construction of the 682Km long Khunjerab Railway line from the city of Havelian to the Khunjerab Pass on the Chinese border, with the addition to China's Lanxin Railway in Kashgar, Xinjiang. Shortly, ongoing Chinese under construction is 29.7 billion US\$ and under planning is 32.3 billion US\$ has been executed. The evaluation of the assessments and accounts determined to explore the project concrete accomplishment in the transport sector (Aslam et al., 2016).

4. Benefits for Pakistan's transportation

In terms of technological advancement for economic growth, CPEC is conceived of constructing Pakistan's future one of the highest deliberately significant state. For example, Pakistan has a feeble workforce marketplace and deficits of excellence occupational instruction centers and clear gap can be bridged between academe and commerce through CPEC opportunities (Javaid, 2016a). Besides, Pakistan's budget is presently passing through the problematic periods. CPEC has the possible to yield

the economy out of the perplexing stage. Likewise, China emphasis that marginal sanctuary is the upper importance for Chinese representatives after improvements in China in 1978-79. This is also replicated in China's neighborhood strategy as it attempts to unfasten its neighbors from any kind of engagement. Concord through progress is the existing strategy of China in South Asia(Javaid, 2016). China is exasperating to inspire the financial organization in the area to generate concord through improvement as Beijing progressed in recent decades bringing East Asia as a progressive and technologically advanced states. In the superior structure of objects, CPEC and BRI is an instrument through which China is manipulating the international economic arrangement. The improvement of transportation foundation; substantial highways, railways, harbors and roads is the other noteworthy piece of CPEC that can enlarge Pakistan's infrastructure connections with altogether sub-regions and advance association between Asia, Europe and Africa and can appeal the entire world. It can also remove all venture and commerce obstacles that could produce marketplaces for engineering belongings and can benefit Pakistan revolutionizing it's industrial sector.(Zia-ur-Rehman, Hassan Sabri, & Ishaque, n.d.). Moreover, CPEC can boost up millions of Pakistanis out of insufficiency and poverty. It can renew Pakistan's businesses by constructing a vigorous commerce atmosphere which can transport accord, permanency and economic progression(Ramay, 2016). By improving business currents and assisting as a local center for profitable transportation, Gwadar can receive incomes in shipment payment. The scheme can also advance commerce with Middle East and Central Asia. In case, CPEC project implements within the given time framework(Ahmad, Hameed, & Shahzad, 2017). Because transportation development in a state is a positive process that is proposed to foster such a structure that can be beneficial for citizens of both states and foreign investors(Forkenbrock & Foster, 1990).It can boost the income of Pakistan if policy makers seriously work on it with Chinese counterparts and impact the worth of life (Aslam et al., 2016). Likewise, the accomplishment of early developments of CPEC is another proof of the Chinese dream that this project is not a pipe dream but it is such a long project, therefore, it will take its time for final accomplishment (Ali, 2015). Plus, the farming sector of Pakistan can be able to make the 42.3 percentage of work potential. Commencement of shipment exchange can produce captivation for sharecroppers and would advance the technological improvements. Equally, the growth of harbor patches and fishing areas at the littoral parts can bring lucrative profits to fishers(Khan & Anwar, 2016).

Figure 2

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Source: Industrial Cooperation, Long Term Plan Ministry of Planning and Development, 2017.

Through the development of transportation, citizens of Pakistan can take transport benefit and enjoy its reliability and wider economic impacts. Proper implementation of transport in Pakistan can assure social safety, well-being, convenience, mode transaction, and quality ride atmosphere (Verma & Ramanayya, 2014). Also, Public transportation planning through CPEC project in Pakistan would favor that Deprived Community who cannot drive, individuals with disabilities, foreign business community, immigrants, citizens with low incomes, High school college and university students and persons who believe driving nerve-racking (Starkie, 2013). Furthermore, Pakistan's Information Technology (IT) market is expected to multiply due to the CPEC project. Under CPEC project, inclusion of building of cross-border arrangement between China and Pakistan for worldwide connectivity has planned (Bhattacharji, 2009). In short, CPEC route, which comprises the structure of roads, ports, dams and attaching cities has postulated a much-needed improvement to the economy which can carry profits to the IT manufacturing. Pakistan can develop an appealing marketplace for goods and it can prepare its local investors to attach with advanced and universal connectivity through secure system.

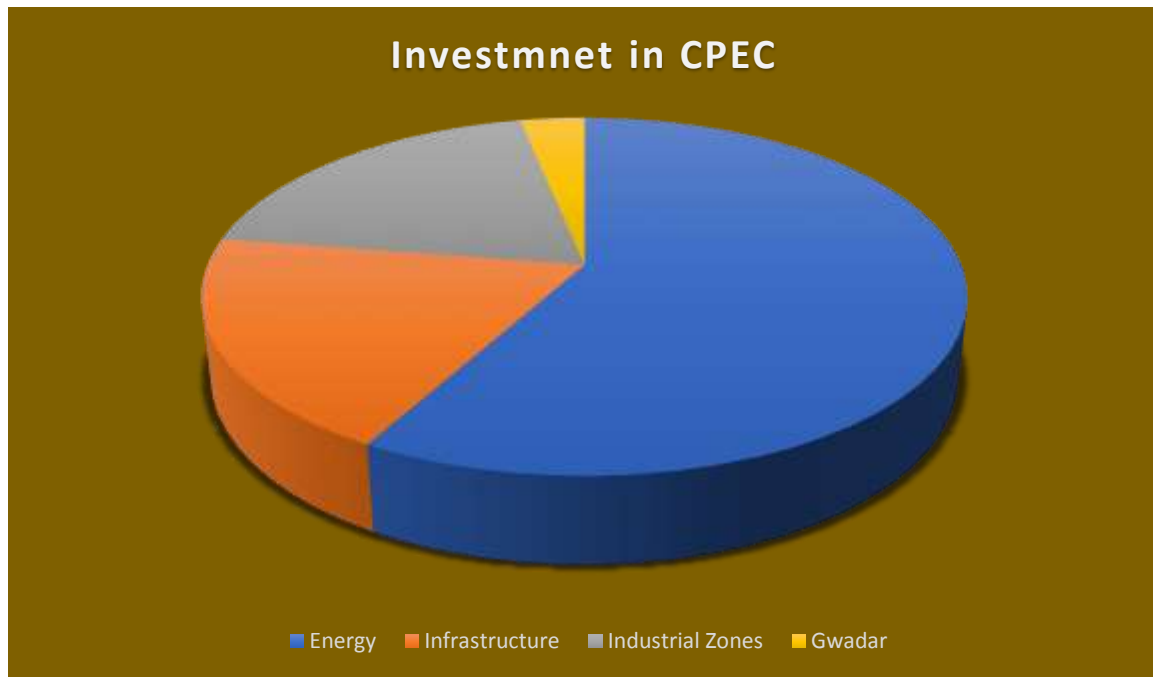
5. Domestic and global Challenges

Although there can be several returns of CPEC, but few challenges cannot be ignored for serious consideration. As the geopolitical atmosphere is integrally unbalanced in South Asia (Lehr, 2017). The quest for power politics among superpowers to control the region and terrorism is the biggest doubtfulness ('Measuring and understanding the impact of terrorism', 2017). The combination of worldwide, local and domestic aspects may instigate troublesome actions, intimidating the safety of the CPEC project. Plus, Pakistan necessities to report foremost logjams to socio-economic expansion to tolerate cost-effective development thrust (S. T. H. Syed, 2016). The drive, structure, management and

control shortages, likewise unstable local monetary and public progress, and exterior segment weaknesses need to be checked (Abid & Ashfaq, 2015). Besides, governmental, managerial and legitimate improvements are other problem areas for the even accomplishment of developments related projects and other super energy undertakings (Wenwen, 2018). Similarly, the techno-scientific accomplishments rotating the CPEC scheme that can damage the region physically, environmentally, ethnically and diplomatically. The travel engineering can be on the edge of annihilation if policy makers fail to address these nuanced problems (Khan & Anwar, 2016). In such a vital period, the federal administration should draw out some practical strategies in partnership with the native administration to describe the district governmentally and organizationally (Chen, Joseph, & Tariq, 2018). Despite of exploiting the locals in Gilgit Baltistan for undertaking a press conference after being banned by the Supreme Judiciary of Pakistan, the federal sovereigns should regard these stooges as they embody the two million people of the section (Butz & Cook, 2011). The central administration should cover the approach to safeguard the illustration of the area in the National Assembly of Pakistan, irrespective of its own groundless worries. It is also questioned the CPEC project's absence of clearness and responsibility (Choudhry, 2017). The arrangement, in its current form, is masked in clandestineness and the scarcity of data has harshly encumbered a correct cost-benefit examination of the mission. There are uncertainties that the contract may be profoundly slanted in support of China (Abid & Ashfaq, 2015). There is also uneasiness about the practicality of the developments, as Pakistan has become a center of guerilla accomplishments. As recently, two Chinese residents were slaughtered, with Islamic State demanding liability. As several of the developments are situated in strife-torn parts, it is merely a matter of time earlier these developments could be directed by dissatisfied foundations (Venkatachalam, 2017). Under such crucial realities, it is pivotal for Pakistan to take serious measures to industrialized and technologically modernized the nation adopting growth model bringing all stakeholders on the same page. Coping these challenges, Pakistan can only be able to win the confidence of international community and its own people to get complete economic benefit from such a foreign project through proper policy making.

Figure 3

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Source: Ministry of Planning, Development & Special Initiative, Annual Report, 2017.

6. Conclusion

The facts sheet shows that the energy needs and physical location have brought the China and Pakistan nearer, which drew the consideration of the Chinese to arrive manifold economic contracts with Pakistan and to guarantee the success of this project. The focus of this study is to provide the current state-of-practice of transportation planning and its regulation in Pakistan. This research is investigative because it is the first attempt to examine the practical implementation of the CPEC project, along with the gravity model and endogenous growth theory. It has figured out that this transportation blueprint has the potential to improve the economy of Pakistan and flourish its society. The study found that if key stakeholders execute all transportation projects within assumed time, Pakistan's Foreign Direct Investment could exceed. Pakistan hopes to create seven hundred thousand employments between 2017 and 2030 and augment 2.5 percent to its growth rate. As Pakistan has also included in the top list of Next Eleven (N-11) Emerging Market Index (EMI), which is the advantageous for Pakistan to attract foreign investors. Overall, CPEC exhibits the notion of a shared-destiny, therefore, infrastructure is its basic agenda. Because it is supposed that mobility is a key driver of development, with positive economic and social settlements.

Further, the study has identified that how suitable transport plays a requisite role for the attainment of the Millennium Development Goals (MDGs). That's why if Government of Pakistan should decide to take advantage of this Chinese investment in the domain of infrastructure first and then deliberate on

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other benefits. Only putting significance of infrastructure as the top priority for building Pakistan as a nation and benefitting local people can make this project successful in actual sense. Otherwise, it would be a pipe dream for Pakistan's policy makers and for its economic prospect.

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