

CHINA-PAKISTAN ECONOMIC CORRIDOR: ASSESSING THE SOCIOECONOMIC AND ENVIRONMENTAL IMPACTS

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ABSTRACT

Railways, airports, highways, seaports, and an optical fibre system are all part of the plan to revive the historic Silk Road and reestablish communication between China and Africa, the Middle East, and Europe. There are three parts to the BRI, or Belt and Road Initiative. The BRI is the foundation for One Belt, One Road (OBOR), which focuses on the seaborne Silk Road and the land-based Silk Road Economic Belt. Six economic arteries form the backbone of OBOR. After its completion, the China-Pakistan Economic Corridor (CPEC) would offer a secure and cost-effective way for China to purchase oil and energy from the Middle East and beyond. Many initiatives to enhance Pakistan's infrastructure and economic growth have been launched as part of CPEC, which is a multifaceted project with many goals. Economic expansion is impossible without the development of infrastructure, which in turn facilitates industrialization. This research was done in Pakistan and examined the benefits of CPEC-funded infrastructure development for the country's long-term progress, as well as the specific types of infrastructure improvement projects that have been included in the C.P.E.C. A sample of 500 respondents was obtained by a multistage sampling procedure from the two-node cities. The basic data came from a survey questionnaire. The findings of the research suggest that the C.P.E.C is a catalyst for Pakistan to enhance its social economic circumstances and to achieve maintainable growth. Respondents to the study were unanimous in their belief that CPEC would assist Pakistan accomplish its sustainable development objectives and enhance the country's socioeconomic paradigm.

Keywords: belt and road; economic corridor; China-Pakistan economic corridor; infrastructure development; socio-economic development; sustainable development

INTRODUCTION

The development process is now primarily focused on achieving sustainable development objectives. The improvement of a region's transportation and infrastructure is crucial to its economic growth. Trade and economic support are bolstered by transportation and infrastructure, which in turn contributes to long-term growth, stability, and peace. Foreign investors may feel safe in this stable economy because to the country's first-rate infrastructure and cooperative trade policies. Developing outlying, economically disadvantaged regions of a nation mostly requires investment in infrastructure, transportation, and economic zones

(Ramachandran, & Linde, 2011). Shipping methods are improved by the presence of a railway system and road networks, leading to overall societal and economic growth.

Belt and Road Initiative (BRI)

The Belt and Road Initiative (BRI) of the Chinese government is rooted in the past. The phrase "Silk Road," referring to a commerce route between China and Europe and the camels used to convey various products, was coined by a German traveller in 1800. High-speed railroads, rather than camels, will be used to convey commodities under this plan. The

BRI project ushers in a new era of international cooperation and regional economic integration (Irshad, & Xin, 2014).

Components of Belt and Road Initiative

Silk Road Economic Belt (SREB), Maritime Silk Road (MSR), and Digital Silk Road (DSR) are all parts of the (B.R.I), a universal project of the Chinese govt to link China with other nations of the globe (Kazi, 2017). Figure 1 displays the many parts that make up The (B.R.I).

Figure 1.

The components of B.R.I



C.M.R.E.C, N.E.L.B.E.C, (CCWAEC), (CPEC), (BCIMEC), and (CICPEC) are the six economic corridors upon which the Silk Road Economic Belt is based (Jinchen, 2016).

Marine Trade Route (MSR) During Xi Jinping's first trip to Southeast Asia, the idea of the MSR was born. The MSR is an all-encompassing strategy for improving marine infrastructure in the nations that are members of the BRI. As part of the MSR, the Chinese government is expanding its efforts to build and link other ports to China (Tiezzi, 2014).

The State Council issued the 13th five-year plan of "National Information" in 2016, which included the Digital Silk Road (DSR). To get more local IT firms involved in the global digital economy, "National Information" sought to create a "online Silk Road" (Hong, 2017).

One Belt One Road (OBOR)

One Belt, One Road refers to both the land path of the B.R.I (SREB) and the maritime route of the Maritime Silk Road (MSR). As indicated above, the SREB is based on the six land route economic corridors, while the MSR is based on the sea route that links China to various seaports. The MSR is grounded on the "String of Pearls" idea, which originates in geopolitical theory and strategic tradition. Over 60 nations will be linked to China thanks to OBOR, covering roughly 70% of the world's population. China has officially begun building OBOR. The southern, middle, and northern paths are all accessible. China's worldwide

endeavour to link the country to the rest of the world via the Silk Road Economic Belt (SREB) and the Maritime Silk Road (MSR) is known as "One Belt, One Road" (OBOR) [4]. Furthermore, 65 nations have committed to take members of the O.B.O.R programme. In addition, the O.B.O.R initiative's primary goal is to use the SREB and the MSR to establish connections between China and nations in the Middle East, East Asia, Central Asia, South Asia, and several European states (Ranjan, 2015). Over 65 nations and other organisations have shown interest in taking part in OBOR's massive infrastructure initiative. There is a growing awareness of OBOR's significance, and now 34 nations have signed contracts with China to participate in this infrastructure initiative. The focus of the OBOR nations is on fostering economic and social growth as part of the programme.

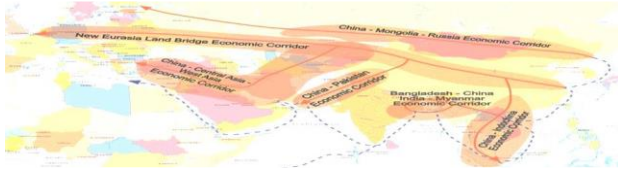
Economic Corridors under OBOR

The Asian Development Bank (ADB) coined the term "Economic Corridor" (EC) in 1998 to describe a route between two agents within a region that links to the supply and demand sectors of a market (2013). The six economic corridors (China-Mongolia-Russia Economic Corridor, New Eurasia Land Bridge Economic Corridor, China-Central Asia-West Asia Economic Corridor, China-Pakistan Economic Corridor, Bangladesh-China-India-Myanmar Economic Corridor, and China-Indochina Peninsula Economic Corridor) form the basis of the SREB. The NDRC of China first announced the CPEC in March 2015, and it has been a major element of the One Belt One Road initiative ever since. Although it is merely a portion of OBOR that passes through Pakistan, the CPEC is typically held up as its most cutting-edge feature. (Markey & West) (2016).

The initiative's focus is on constructing the SREB and the MSR as a means of establishing connections between China and countries in the Middle East, East Asia, Central Asia, South Asia, and several European nations. There is a growing awareness of OBOR's significance, and now 34 nations have signed contracts with China to participate in this infrastructure initiative. The nations taking part in OBOR see it as a top priority to advance their economies and social structures via this programme.

Figure 2

Economic Corridors under the One Belt One Road initiative (Winter, (2016).



The goal of economic development and strategic expansion has prompted the implementation of economic corridors plans all over the globe (Fujita, Krugman, and Venables) (2001)

Economists agree that economic corridors are crucial for fostering robust economic development and reducing economic volatility (Abednego & Ogunlana, 2010). (2006). Pakistan is a developing nation, and its budget is also regarded an emerging economy in the globe. In the future age, it will likely become a global economic centre.

China Pakistan Economic Corridor

Soon after China's founding in 1949, China and Pakistan established cordial ties. Pakistan was the first Muslim nation to recognise China as a legitimate nation. Friendship and cooperation between Pakistan and China are perennial. Pakistan and China's military links go back quite a ways, but the two countries are now shifting their focus to a new economic paradigm that prioritises trade, energy, infrastructure, and investment cooperation (Kumar, 2013). (2007)

China and Pakistan have cordial ties after 1950. The wars between China and India and Pakistan and India after 1960 strengthened these cooperative partnerships (Chaudhri (1986)

Pakistan's assistance in China's bid for permanent membership in the UN Security Council strengthened China's international standing. In addition, Chinese citizens now have easier access to international travel because to Pakistan's opening of its airspace to Chinese airlines. China and Pakistan had always gotten along well, but in 1970 they deepened their cooperation in many spheres; China even backed Pakistan when the United States put pressure on Pakistan.

What is the CPEC?

C.P.E.C program includes transport networks, energy production, infrastructures and free economic

regions in Pakistan. (Shah, 2015). (2015). Friendship and mutual support between Pakistan and China extend to the national and international levels. They have common borders and are linked from Kashghar to Islamabad by the Karakorum Highway (KKH). In addition, the route connects the two nations and is known as the Friendship Highway between Pakistan and China (Ali (2015).

The CPEC would strengthen military and economic ties between Pakistan and China, altering power dynamics in South Asia (Small, 2013). (2015).

The CPEC project also includes China's building of Gwadar Port, which provides the country with access to the Indian Ocean. Eventually, China's fleet stationed at Gwadar Port in Pakistan will become a permanent fixture in the Indian Ocean (Barber, 2009). (2014)

Part of China's One Belt, One Road initiative, the China-Pakistan Economic Corridor (CPEC) aims to boost Pakistan's economy and improve the country's social conditions. In addition to facilitating cooperation between Pakistan and China, this project is also crucial to the growth of the surrounding area. Uzbekistan, Kazakhstan, Azerbaijan, and Turkmenistan will all benefit from having a new energy corridor thanks to the CPEC (Irshad, 2013). (2015)

Approved Projects under the CPEC in Pakistan

In 2017, 2025, and 2030, respectively, various stages of CPEC projects will be carried out. The CPEC projects' primary goal is to meet the rising energy needs of both Pakistan and China. Power projects in Pakistan are scheduled to begin immediately, and according to the plans, they would generate 21,000 megawatts of electricity (2014).

About 20 percent of Pakistan's GDP would come from China's 46 billion dollar investment in the country under the CPEC projects (Stevens, 2013). (2015).

Table 1. Projects Division [24].

Projects	Cost (Million USD)
Energy Sector	33,728
Infrastructure and transportation Development	11,636
Gwadar Port Development	792.6
Others (Optical Fiber)	44
Total	46,200.6

The CPEC is more than simply one project to develop highways. This is a large-scale initiative that

includes infrastructure development, energy production, industry creation, agricultural improvement, and poverty reduction via improved livelihood, public health facilities, and education. Three alignments of the CPEC would also touch every province in Pakistan. (Rafiq (2016).

The CPEC is not just one road building endeavour. This massive undertaking aims to reduce poverty by enhancing regional connections, generating energy, building infrastructure, launching industries, enhancing agriculture, and facilitating access to public health care and education. Additionally, the CPEC includes three alignments that will go through all of Pakistan's provinces (Iqbal (2015).

1.5. Sustainable Development through Infrastructure Led Development

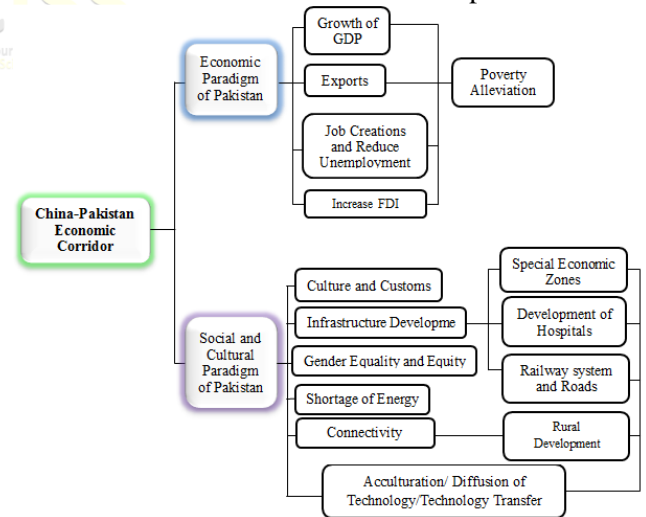
Pakistan's border is next to China, the world's largest economic power. The concept of building Exclusive Economic Zones (EEZ) is comparable to that of building an economic corridor (Iqbal (2015). Gwadar Port's growth in infrastructure and energy production installations, as well as the creation of special economic zones, are cornerstones of the CPEC (Ahmar, 2013). (2014).

The major purpose of the C.P.E.C is to play a vital role all across Pakistan in social economic development. Pakistan's government and China's government inked a currency exchange deal in 2014, becoming Pakistan the first South Asian nation to do so. China is Pakistan's greatest partner and investor in the areas of infrastructure, commerce, ports, energy production, and telecommunications. Not only that, but the Chinese government and corporate sector have shown interest in investing 20 billion USD in Pakistan's energy production industry. Because to CPEC, Pakistan will serve as a major transportation hub in the region of South Asia (Rizvi (2014). In addition, the CPEC's infrastructure development would help address Pakistan's energy crisis, poverty, economic growth, and security concerns throughout the country. Improvements in the country's healthcare system, schooling, and workforce will be made possible in large part by money invested by China as part of the CPEC project (Tiezzi, 2015). (2016). There are several ways in which the CPEC would help the country of Pakistan. There is a significant energy deficit in Pakistan at the moment, along with an uncertain economy and a rising unemployment rate. For manufacturing to

function, energy is a must. The CPEC is a driving force that will assist strengthen and stabilise Pakistan's economy. Furthermore, foreign direct investment will expand under the C.P.E.C. Once CPEC energy projects are finished, Pakistan will no longer have energy shortages and will be self-sufficient in this area. Millions of Pakistani youngsters who are now without work may thank the CPEC for that.

Natural beauty abounds in the provinces of Khyber Pakhtunkhwa and Gilgit Baltistan. With the CPEC now finished, the country hopes to see a rise in tourism. Chinese investment in the C.P.E.C will also serve as a magnet for visitors from all over the globe (Nilofar, Jiang, and Ishtiaque) (2014).

The China ambassador to Pakistan, SunWeidong, said that the building of transportation, energy, industrial, and infrastructure projects under the CPEC will benefit socioeconomic development throughout all of Pakistan's provinces. The goal of the CPEC plan is to create a comprehensive system of transportation corridors that links cities, towns, and major economic centres. Figure 3 explains how Pakistan might achieve sustained growth via multidimensional infrastructure development.



Theoretical Framework

The growth of the region's megaproject may be described using development theory, which is relevant to this investigation. More importantly, in the social sphere and worldwide economics, modernization and globalisation are the two dominant ideologies. The term "globalisation" refers to the prescription of increased worldwide

communication, production, and cultural interaction among all peoples. The CPEC projects in Pakistan that are part of OBOR will have an important effect on the country's economy, society, and culture, as well as the quality of life for ordinary Pakistanis. The possible effects of OBOR on various Pakistani social institutions may be understood via the lens of development theories.

Growth Theories

Between 1950 and 1960, researchers (including Shaikh and Fan) created both growth theories and some of the first growth models (2016). The following are the three pillars upon which growth theories rest;

Accumulation of Human Capital

Human capital accumulation is crucial to economic growth, and knowledge and technology play a key part in this process (Bano, Khayyam, & Alam, 2004). (2019). Under OBOR, China is providing Pakistan with access to cutting-edge technology and expertise, which will be important in the country's ability to transform and build up its human capital.

Accumulation of Physical Capital

A few of the economic initiatives under OBOR that will support the development and stabilization of Pakistan's economy as part of the China-Pakistan economic corridor include (SEZs), energy production units, and (FTAs) between China and Pakistan.

Institution formation and Evolution

Sustainable progress relies heavily on the building of effective institutions. The C.P.E.C will have a profound impact on Pakistan's economy and society. The energy crisis is having a devastating effect on Pakistan's economy. In an effort to enhance the economy and attract investors, many changes have been implemented.

Theory of Globalization

Different socioeconomic factors have contributed to the development of the globalisation thesis. The globalisation paradigm here is analogous to the study of word systems. One of globalisation theory's primary tenets is an emphasis on cross-cultural exchange and integration. Globalization academics

say that the social relationship is the most significant component in progress across countries. Furthermore, cultural diffusion is expanding technology's pliability and suppleness to link people everywhere (Robertson (2003).

The core concepts of globalisation theory include: The theory predicts that state-to-state and individual-to-individual global communication networks will continue to expand in the coming years. Easy methods for all nations to communicate with one another are being made available and improved via the global communication system.

Global communication networks are established in advanced nations and are rapidly expanding into those with weaker economies. In this setting, advanced and developing countries may connect and collaborate thanks to advances in global technology. Third, the cultural interchange aspect of globalisation is crucial to the economic and social fabric of any nation (Kaplan, 1993; Isuani, Vuolo, & Fanfani, 2003). (1991)

When Pakistani and Chinese construction workers connect and exchange cultural beliefs, it may spread across the workplace.

The Theory of Infrastructure-Led Development

The theory of infrastructure-led development is informed by the key characteristics of state capitalism in Singapore and China, centralised economic planning in France under Gaullist and Neo-Colbertist regimes, American Neo-Keynesian economics, and Scandinavian social democracies (Firzli & Bazi, 2011; Rephann & Isserman, 2011). 1994. I. When distributing national resources, long-term assets like as social infrastructure, energy, and transport networks are given priority.

Those places that are falling behind from a societal and economic standpoint are the ones that benefit the most from technical advancements in order to jumpstart their growth.

Equal access to healthcare, education, and employment is a major step in achieving social justice.

Investing in new infrastructure helps economies expand all across the world, as stated in point four.

Under the auspices of the CPEC, the Chinese government is funding a wide variety of infrastructure development projects throughout Pakistan, including new railways, roads, ports,

telecommunications networks, industrial parks, schools, hospitals, and medical clinics. The successful accomplishment of these projects will aid in the long-term improvement of Pakistan's economy and society.

Statement of the Problem

The fiscal corridor strategy is used to bolster transportation and communication networks in order to spur more economic activity. In addition, the economic corridor facilitates public and private sector investment and trade, both of which enhance the standard of living for local residents (De, & Iyengar, 2013). (2014). As a developing nation, Pakistan has a lot of issues to work out before it can achieve sustainable growth. The Human Development Report found that out of 188 nations, Pakistan ranked 147 with the lowest human development. In addition, Pakistan has energy issues and is unable to meet the demands of its manufacturing and consumer sectors. Unemployment is a problem in Pakistan, as it is in many other developing nations. All the social financial difficulties of Pakistan have a significant influence on its living level.

The major causes for the improvement of national infrastructure are the results of economic crises. Building up infrastructure aids in economic growth, which helps reduce poverty and raises people's quality of life. Additionally, it helps close the development gap between various areas. Reference: Bhattacharyay, Kawai, & Nag (2012). Only a comprehensive development effort will get us closer to the objective of sustainable growth. The economic and social spheres are both involved in a comprehensive initiative. In this context, the CPEC is helping to advance Pakistan's social progress in addition to its economic growth and development. While military and security cooperation between Pakistan and China existed before to the CPEC, the project is expected to make China the biggest foreign investor in Pakistan's economy. The expansion of the port at Gwadar is a crucial part of the CPEC initiative.

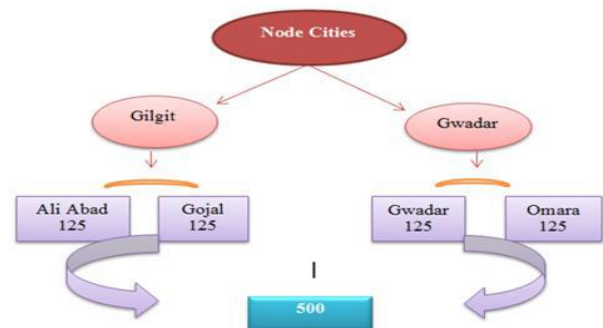
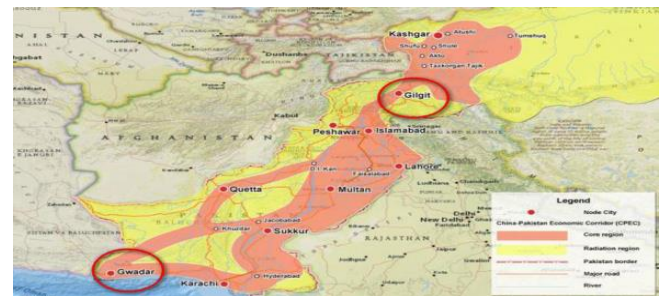
Building the Gwadar port is critical to Pakistan's economic and social growth. The province of Balochistan, where Gwadar port is located, is not a highly developed one; in terms of production, Balochistan ranks fourth. The Gwadar port is crucial

to the growth of Balochistan and to ending the plight of the impoverished Baloch people. The purpose of this research was to inquire about public opinion concerning the sustainability of CPEC-funded infrastructure projects in Pakistan. The purpose of this research was to learn how locals feel about CPEC, how it would affect the economy and culture of Pakistan, and how it will aid in the country's overall quest for sustainable development.

The CPEC-funded infrastructure expansion would also alter Pakistan's traditional environment and way of life.

Materials and Methods

This study focused its attention on two cities in Pakistan. Both participants were chosen using a random selection process. These cities serve as hubs and may be found along the C.P.E.C route in both northern and southern Pakistan. Through a multi-stage selection process, 500 respondents were selected from both locations. In the initial phase, cities with two nodes were chosen at random. The second phase included selecting two tehsils from each node city at random, and the third involved selecting 500 respondents from the eight households in the four tehsils across the two cities using a simple random sampling approach. Cities serving as hubs along the C.P.E.C corridor in northern and southern Pakistan are shown in Figure 4.



Data Collection Tool

The basic data for this research came from a well crafted questionnaire. A survey, as defined by (Babbie, (2020), is a data gathering tool tailored to the specifics of the research at hand. In addition, proper statistical methods were used to assess the data acquired. The questions in our survey were both open-ended and closed-ended. Our survey was broken up into parts according to the factors we were interested in.

DATA ANALYSIS

SPSS was used to analyse the data from the current investigation (Statistical Package for Social Sciences). The data was analysed using binary and univariate logistic regression.

Binary Equation for Logistic Regression

$$\ln\left(\frac{p}{1-p}\right) = \beta_0 + \beta_1X_1 + \beta_2X_2 + \beta_3X_3 + \beta_4X_4$$

X₁ + X₂ X₄ (Predictor Variables)

RESULTS

Univariate Analysis

According to Table 2, 22% of respondents thought that CPEC was an energy project, 26% thought that it was an infrastructure development project, and 20% thought that it was a social development project. Of the respondents, 14% thought that C.P.E.C was an economic initiative. In all, 16.8% of participants thought that CPEC had each of these aspects. According to a reference, the China-Pakistan Economic Corridor (CPEC) is a multimodal project that would support both rural and urban development in Pakistan (Menhas, Mahmood, Tanchangya, Safdar, & Hussain, 2019). Of those polled, 54% believed that the CPEC connected China and Pakistan via transportation. Furthermore, the majority of respondents also learnt about the CPEC via friends, political organizations, and the internet. Additionally, cite Khan and Khan (2016). projected that the creation of new businesses, infrastructure development, and energy production would all be enhanced by the CPEC, so contributing to Pakistan's social growth. The CPEC projects would help alleviate poverty and provide employment opportunities for young Pakistanis. There will be less of a divide between rural and urban areas. As part of the China-Pakistan Economic Corridor (CPEC),

training in the cutting-edge technology being delivered to Pakistan will also contribute to improving the socioeconomic circumstances of Pakistani society. According to Khan & Khan (2016), the CPEC project includes building a high-speed rail between Peshawar and Karachi in addition to a network of roads, airports, optical fiber networks, energy production units, and other infrastructure. These CPEC elements will fundamentally change city life and are essential to Pakistan's urbanization process. According to Table 2, 22% of respondents thought that CPEC was an energy project, 26% thought that it was an infrastructure development project, and 20% thought that it was a social development project. Of the respondents, 14% thought that C.P.E.C was an economic initiative. In all, 16.8% of participants thought that CPEC had each of these aspects. According to a reference, the China-Pakistan Economic Corridor (CPEC) is a multimodal project that would support both rural and urban development in Pakistan (Menhas, Mahmood, Tanchangya, Safdar, & Hussain, 2019). Of those polled, 54% believed that the CPEC connected China and Pakistan via transportation. Furthermore, the majority of respondents also learnt about the CPEC via friends, political organizations, and the internet. Additionally, cite Khan and Khan (2016). projected that the creation of new businesses, infrastructure development, and energy production would all be enhanced by the CPEC, so contributing to Pakistan's social growth. The CPEC projects would help alleviate poverty and provide employment opportunities for young Pakistanis. There will be less of a divide between rural and urban areas. As part of the China-Pakistan Economic Corridor (CPEC), training in the cutting-edge technology being delivered to Pakistan will also contribute to improving the socioeconomic circumstances of Pakistani society. According to Khan & Khan (2016), the CPEC project includes building a high-speed rail between Peshawar and Karachi in addition to a network of roads, airports, optical fiber networks, energy production units, and other infrastructure. These CPEC elements will fundamentally change city life and are essential to Pakistan's urbanization process.

Type of Projects	Frequency	Percentage
Economic Projects	70	14.0
Energy Projects	111	22.2
Infrastructure Development Projects	131	26.2
Social Development Projects	104	20.8
All project	84	16.8
Total	500	100.0

Social, Economic Development and CPEC Project

The social and economic progress of every civilization will be profoundly affected by infrastructure initiatives. Multifunctional in nature, the China–Pakistan Economic Corridor will alter the economic and social landscape of Pakistan. It is expected that with the CPEC, Pakistan would be able to construct high-tech infrastructure that will aid in the country's economic and social growth. The Gwadar port plays a crucial role in the CPEC initiative. Additionally, the growth of Gwadar would result in the growth of Balochistan. The CPEC will improve the standard of living for a large portion of Balochistan's population by creating new job and business possibilities.

Table 3 displays that 13% of respondents believed the C.P.E.C would help the economy of Pakistan, 11% believed it would help meet the country's energy needs, 22% believed it would help with rural and urban development, 19% believed it would help with the social development of Pakistan, and 19% believed it would help with all aspects of development in the country. According to a recent study (Ali, Shah, Shah, & BiBi, 2017), the C.P.E.C is predicated on the construction of a train, a road 2,700 km in length. Connecting Pakistan and China would reduce shipping costs and offer a safe passage to China for international commerce and business.

When it comes to energy, it has been stated (Khurshid, Rashid, & Zahid, 2018) that the CPEC energy projects would assist alleviate Pakistan's energy shortages and stimulate the country's economy. Furthermore, the C.P.E.C will play an important role in the social and financial uplift of Pakistan by creating jobs for locals, solving the country's energy shortage issue, establishing brand-new industrial sectors, combating poverty, and raising overall living standards. People's standard of living will improve as a result of the CPEC's business potential. All of the aforementioned effects of C.P.E.C on Pakistani society will contribute to the country's long-term development. Furthermore,

(Wang, L. (2017) noted that the BRI's CPEC would provide Pakistan a wide range of chances and advantages, from societal and economic growth to heightened national security. To sum up, the CPEC will boost Pakistan's governance, aid in the fight against poverty, and entice investors from across the world.

Response	Frequency	Percentage
Improve Pakistan's Economy	66	13.2
Fulfill Energy Needs	59	11.8
Rural and Urban Development	110	22.0
Social Development	126	25.2
All	98	19.6
NA	41	8.2
Total	500	100.0

Table 4 reveals that approximately one-third (34.6%) of respondents thought that C.P.E.C would result in the construction of infrastructure for rural development in their area; 36.4% thought that CPEC would result in rural electricity in their area; 10.6% and 12.8% thought that CPEC would result in enhancements to the agriculture industry and in the form of more and better water supply, accordinglyAccording to (Jamil, A. (2015), the CPEC would improve and expedite the transport of cargo containers between Pakistan and China. Problems that arise for farmers after harvest may also be avoided with better and more accessible transportation. Farmers in rural Pakistan will benefit from the CPEC's upgrades to the region's transportation networks and infrastructure as well as increased agricultural prices. More over half of Pakistan's population resides in rural regions, with 42.3% working in agriculture, according to a 2015 study by Xie, Li, and Ma. The CPEC project will become a source of competitiveness among Pakistani farmers, which would further push towards new advance technology and innovation.

Table 4
Distribution of respondents based on their expectations for the rural development initiatives that would be implemented in their region as part of the CPEC.

Response	Frequency	Percentage
Construction of Infrastructure	173	34.6
Rural Electrification	182	36.4
Improving agricultural sector	53	10.6
Increasing and improved irrigation system	64	12.8
NA	28	5.6
Total	500	100.0

Furthermore, the CPEC project makes it easier for China and Pakistan to work together in a range of agricultural fields, such as livestock, mechanization demonstrations, crop processing, advancements in production technological advances, and poultry breeding. (Menhas, Mahmood, Tanchangya, Safdar, & Hussain, 2019). In addition, the distribution of agricultural goods to markets relies heavily on the improvement of rural infrastructure. The CPEC will also increase regional connectivity, which will lower transportation costs, according to the cited source. High-quality fruits and vegetables are grown in Pakistan's northern regions, but cannot be sent out owing to a lack of infrastructure. Since the CPEC would facilitate travel between northern regions and airports, it will also aid in the export of food and agricultural goods.

Five point two percent, twenty one point zero percent, sixteen point two percent, and twenty one point four percent of respondents, respectively, believed that the C.P.E.C project will bring gender equality, social justice, and poverty decline, as shown in Table 5. It was suggested in the cited article that the CPEC project would aid in Pakistan's economic growth. Furthermore, the CPEC will help alleviate Pakistan's growing unemployment problem. The CPEC would also affect regular people by raising the quality of basic services and helping to reduce poverty.

Table 5
Responses are broken down according to how respondents feel the CPEC project would affect their community.

Response	Frequency	Percentage
Gender Equality	26	5.2
Gender Equity	105	21.0
Social Justice	81	16.2
Poverty Reduction	107	21.4
All	70	14.0
NA	111	22.2
Total	500	100.0

Table 6 shows that among the respondents who were asked about the social benefits of CPEC projects, 21.4% said that the CPEC would lead to better primary education, 19.8% said that it would lead to better health facilities, and 31.6% said that it would lead to the installation of water purification plants. Among the respondents who were asked about the status of these projects, 20.4% said that they had

already begun under CPEC. Foreign investment in the nation would increase thanks to the CPEC, as stated by Reference (Aftab, M. (2016). The typical man's life would be greatly impacted by it, and Chinese Ambassador Sun Weidong said that better job, health, and education facilities will be made available if the CPEC were to be completed successfully. It has been reported (Menhas, Mahmood, Tanchangya, Safdar, & Hussain, 2019) that the educational facilities of Gwadar, including universities, would be improved. The Gwadar city development project would also entail the modernization of hospitals and the distribution of clean water. Gwadar will grow in significance as a port city after the current construction project is finished.

Response	Frequency	Percentage
Improve primary education system	107	21.4
Improve health facilities	99	19.8
Installation of water purification plants	158	31.6
All	102	20.4
No response/No knowledge	34	6.8
Total	500	100.0

According to Table 7, 8 percent of respondents believe the C.P.E.C will create new industrial and economic zones, 20 percent believe the C.P.E.C will boost electricity production, 14 percent believe the C.P.E.C will facilitate the collection of natural resources for industrial use, 33 percent believe the CPEC will facilitate an increase in real estate activity, and 18 percent believe the C.P.E.C project will encourage a transition from an agrarian to an industrial society.

The China Pakistan Economic Corridor is a commercially focused initiative by the Chinese govt in Pakistan, focusing on the development of new enterprises and special economic zones. This initiative will result in the development of several special economic zones and industrial estates, which will in turn generate a large number of new employment for the local populace. The construction of the Gwadar port, as stated by the head of the Gwadar Port Authority, would create forty thousand new jobs. Reference Kashghar is a gateway between Pakistan and China and has been recognised as an important transit hub due to its position on the ancient silk route (ASR) (Rafi, A. E. 2016). The Special Economic Zones (SEZs) that the Chinese government plans to construct in Kashghar and Gwadar are crucial to the development of the region of Xinjiang. Rail and road networks will link the two

SEZs together. Social and economic growth, as well as an enhanced geostrategic position, will result from the SEZs' increased interconnection. Pakistan is experiencing a similar power deficit right now. Reference According to Mughal, K. (2016), the Chinese government said in 2014 that it will grant funding to Chinese firms that build infrastructure and energy manufacture units in Pakistan as part of the C.P.E.C project. About U.S.D 33.8 billion is being invested by several Chinese enterprises in Pakistan's energy industry. After CPEC is finished, Pakistan's national power system will have an additional 10,400 MW of electricity available from wind, solar, hydro, and coal. Pakistan has a lot of minerals, but they aren't being exploited since the country doesn't have the ability to process them. Reference (Abbas, K. (2019) claimed that 21 mineral removal and processing zones will be started across all provinces as part of the CPEC project, according to the Pakistani government's proposal. The Baluchistan government intends to develop many locations as mineral extraction and processing zones. The CPEC project in Lasbela (manganese), Kalat (iron ore), Muslim Bagh (chromite), and Gwadar (oil refinery) is being worked on by a number of Chinese companies.. Pakistan's building and real estate industry is booming, and it's playing a crucial part in the country's ongoing effort to urbanise formerly undeveloped regions. Reference Khetran (2016) speculated that the CPEC project will boost the real estate industry, leading to higher home prices. The price of real estate in Gwadar has grown by almost 70 percent. Additionally, real estate activity has surged in the Gwadar region since the govt of Balochistan has established a housing project with cutting-edge amenities. Balochistan's real estate market has also helped the country's economy grow. Land prices have risen throughout Pakistan as a result of the CPEC's many routes, according to a cited source. In Gwadar, many private real estate developer companies and builders have launched new housing projects along the CPEC route.

Table 7

The opinions of the respondents about the CPEC's contribution to economic growth are distributed as follows.

Response	Frequency	Percentage
Establish New industries and Economic Zones	40	8.0
Increase in Electricity Production	101	20.2
Inventions of Natural Resources for Industries	72	14.4
Rising Estate Activity	166	33.2
Shift from agrarian society to logistic hub	94	18.8
All	27	5.4
Total	500	100.0

As can be seen in Table 8, 42.6% of respondents anticipate an increase in GDP growth, 16.8% anticipate an increase in GDP, 23.8% anticipate a rise in FDI, and 16.8% anticipate an increase in all of these metrics as a result of CPEC projects in Pakistan. According to the cited source (Ramay,. (2016)), the CPEC would boost Pakistan's GDP by at least 1.5 percent annually for the next three years. Investment had a 2.0 percent effect on Pakistan's economy between 2016 and 2018. Additionally, annual GDP growth of 6.0 percent has been forecasted. In addition, the CPEC would encourage private sector investment in Pakistan, which is expected to increase GDP by around 0.5%. Furthermore, it is expected that China would be the source of around 50% of Pakistan's overall FDI under the CPEC. Statistics from official Chinese sources confirm this estimate. The FDI received from China in the year of 2015-2016 was roughly 593.9 million USD, which is greater (131.3 percent) than that of the year 2014-2015.

Table 8

Distribution of respondents based on their opinions on the extent to which the CPEC would boost Pakistan's economy.

Response	Frequency	Percentage
Enhance GDP growth	213	42.6
Improve GNP	84	16.8
Increase FDI	119	23.8
All	84	16.8
Total	500	100.0

In Table 9, we can see that a vast majority of respondents (92.4%) believe that free fiscal regions and industrial parks would aid in the reduction of absolute poverty, while just 3.4% of respondents responded negatively and 4.2% were unsure. In addition, 60.0% of Pakistan's population is under 30 years old, according to Reference's count. They are jobless and concerned about their future. The initiatives within the C.P.E.C, such as transport,

commerce, and manufacture, may offer thousands of new work possibilities for the jobless people of Pakistan. When the C.P.E.C is up and running, the industrial and economic zones along its path will also provide new job opportunities. In addition, it was mentioned in a reference that under the C.P.E.C project, special economic zones would be built in rural parts of Pakistan, which will aid in alleviating poverty, creating jobs, and advancing those places now in a state of underdevelopment. Transportation and regional connections will both benefit from special economic zones.

Table 9

Results from a survey asking respondents if they believe free economic zones and industrial parks would help reduce global poverty.

Response	Frequency	Percentage
Yes	462	92.4
No	17	3.4
Do not know	21	4.2
Total	500	100.0

The Cultural Impact of the CPEC Initiative in Pakistan

Both the cultural and linguistic norms and practises of China and Pakistan are distinct from one another. Learning each other's languages and increasing interpersonal communication between the two nations is crucial. They can better connect and work together if they can communicate in one other's native tongues. Toor (2017) suggests that in order for new shared cultural norms to evolve in both cultures, an assimilation process must be undertaken. Cultural exchange between the two nations will be facilitated via assimilation. Both governments must prioritise the cultural aspect of CPEC if it is to be successfully implemented.

The opinions of the sampled population about the impact of CPEC projects on Pakistani culture are summarised in Table 10. Approximately 2% of respondents strongly agreed that CPEC would alter the way of life in Pakistan, whereas 88% of respondents agreed, 5% did not have an opinion, 2% disagreed, and 1.5% strongly disagreed. While 53.1% of respondents said they agreed and 34.6% said they strongly agreed, 9.2% said they didn't know, 2.3% said they disagreed, and 0.8% said they strongly disagreed that the CPEC project was helping

to spread the Chinese language in Pakistan. Additionally, it has been claimed (Niazi, 2017) that English is the language most employers in Pakistan look for when hiring. Urdu, Pakistan's official language, is declining in prominence due to this situation. Urdu's status would fall further as a result of educational institutions in Pakistan introducing the Chinese language. Many Chinese firms are setting up shop in Pakistan thanks to the CPEC, and if you want to work for one of them, you'd better be able to speak Chinese. Basically, the C.P.E.C will help spread the Chinese language across Pakistan. It has also been suggested that both nations are working to eliminate linguistic barriers between their citizens. In this context, language institutes teaching Chinese and Urdu are being set up.. President Asif Ali Zardari of Pakistan declared in 2012 that Sindh's elementary schools will begin teaching Mandarin Chinese. In addition, many schools that teach Chinese also throw various cultural celebrations each year. In addition, these organisations have brought Chinese-language radio to Lahore (FM 95) and Islamabad (FM 104.6). When asked if they thought the C.P.E.C project will have an impact on changing societal norms and beliefs in Pakistan, just 3.5% of respondents highly agreed, 3.8% agreed, 3.8% did not have an opinion, 63.1% disapproved, and 25.8% severely disagreed. Only 1.7% of respondents highly agreed that CPEC would increase inter-cultural communication in Pakistan, while 54.4% agreed, 11.9% were unsure, 30.6% were against, and 1.5% were extremely opposed. While 93.3% of respondents were adamant that the CPEC project will encourage technical progress and innovation in Pakistan, 2.5% were neutral, 3.8% were unsure, and 0.4% were against. Referencing research on the societal effects of CPEC-related technology progress. The research found that the CPEC is bringing new chances for the local people of Pakistan in the areas of labour utilisation, resource management, and economic activities by building information technology parks and industrial parks. According to the aforementioned source, arranged weddings are commonplace in Pakistan, a country with a diverse and intricate culture. However, at the current time, a new trend in marriage, online marriage, is predominant in Pakistani culture. Many people of Pakistani and Chinese descent are marrying one other recently. The term "CPEC marriage" describes

a union between two people from different cultures that has resulted from the CPEC's influence. A little over a third (31.0%) of those polled strongly agreed that educational exchange programmes will be formed as a result of the C.P.E.C project in Pakistan; 55.8% agreed; 10.6% were unsure; and 2.7% were highly opposed. Of those polled, over 40% agreed that the CPEC project will lead to the introduction of Chinese culture courses in Pakistani institutions via Confucius institutes, while 53.1% agreed, 3.8% were unsure, 2.7% disagreed, and 0.8% were strongly disagreeing. It has been shown via research that the CPEC project would also affect Pakistan's academic community. Many learning and training institutions are expected to be developed in Gwadar under the C.P.E.C initiative. The education sectors of both nations are also seeking to establish new higher education institutions along the CPEC's path. Confucius Institutes have been established in a number of Pakistani universities, where students may take classes in Chinese language and culture. The Yema Group of Companies is planning to construct a cultural park in China to showcase Chinese and American artefacts and ways of life. In addition, they travelled to Gilgit Baltistan to investigate potential commercial and tourist ventures there. In order to recruit young Pakistanis who are otherwise without employment into the many CPEC-related projects, the Pakistan (TEVTA) is providing a variety of technical education programmes as well as Chinese language classes.

Additionally, with assistance from China's Tianjin University of Technology and Education, Pakistan will soon open the country's first (UTVE). Only 0.8% of respondents highly agreed that changes in eating pattern would occur as a result of the CPEC project in Pakistan, while 29.4% agreed, 5.2% had no opinion, 32.1% disagreed, and 32.5% severely disagreed. About 22.5% of respondents highly agreed that CPEC would boost communication between the people of both nations, while 69.8% agreed, 7.3% were unsure, and 0.4% were opposed to the idea. About 22% of respondents strongly agreed that materialistic culture would be transmitted as a result of the CPEC project in Pakistan, while 32% agreed, 11% did not have an opinion, and 32.5% disagreed. and 2.1% of the people disagreed very strongly. The CPEC project in Pakistan is having a significant impact on the country's landscape and

culture, with 46.5% of respondents strongly agreeing with this statement and 43.3% agreeing, 9.6% having no opinion, and 0.6% disagreeing. According to the survey, 14.4% of people strongly agreed that TV networks are airing Chinese programming because of the CPEC project in Pakistan, 77% agreed, 5.4% had no view, and 2.5% disagreed.

Table 10
*Distribution of respondents based on their opinions on how much the CPEC projects would alter Pakistani culture. (*N=480).*

Statements	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree	
	f	%	f	%	f	%	f	%	f	%
It changes life style	7	1.5	14	2.9	26	5.4	424	88.3	9	1.9
It is promoting Chinese language	4	0.8	11	2.3	44	9.2	255	53.1	166	34.6
Transformation of social customs, norms and beliefs of the society	124	25.8	303	63.1	18	3.8	18	3.8	17	3.5
Inter-culture communication	7	1.5	147	30.6	57	11.9	261	54.4	8	1.7
Technological growth and innovation	0	0.0	2	0.4	18	3.8	12	2.5	448	93.3
Cross cultural marriages	29	6.0	254	52.9	55	11.5	138	28.8	4	0.8
Exchange education programs	0	0.0	13	2.7	51	10.6	268	55.8	148	30.8
Introducing Chinese Cultural Courses in the Universities through Confucius Institutes	4	0.8	13	2.7	18	3.8	255	53.1	190	39.6
Changes in food pattern	156	32.5	154	32.1	25	5.2	141	29.4	4	0.8
Increase contact between both countries people	0	0.0	2	0.4	35	7.3	335	69.8	108	22.5
Transmission of Materialistic Culture	10	2.1	156	32.5	53	11.0	157	32.7	104	21.7
Changes in landscape culture	0	0.0	3	0.6	46	9.6	208	43.3	223	46.5
Broadcasting of Chinese Content on Television Channel	0	0.0	12	2.5	26	5.4	373	77.7	69	14.4

* 480 respondents thought that CPEC projects had influenced the culture of Pakistan.

Multivariate Analysis

Binary-based Logical Model

We utilised a logistic regression to examine how the CPEC will affect residents in the research region. The results showed that the Cox and Snell R Square value was 0.401. Cox and Snell's R-squared value indicates that only 40% of the observed variance in a model can be attributed to factors within the model's control. Nagelkerke R Square was worth 0.926%. This result indicates that 93% of the observed changes in the specified model can be attributed to the specified variables, while the remaining 7% may be attributed to other factors. Pseudo R2 measurements are not a reliable indicator of goodness of fit (Hosmer & Lemeshow, 2002). This is because the findings cannot be verified in an inferential context (Hussain, 2017). (2000). However, the H-L test yielded a result that was not statistically significant. In this case, - 2 LL equaled 27.442. These results demonstrate the importance of the proposed model's collection of independent variables in enhancing the estimate fit. Our investigation produced a very significant χ^2 of 383.64 ($p = 0.000$) using the Hosmer and Lemeshow

test. The information model hypothesis was supported (Menard (2000).

Table 11. Model summary.

-2 Log likelihood	27.442
Cox and Snell R Square	0.401
Nagelkerke R Square	0.926

The χ^2 value of 256.185 ($p = 0.000$) from our Hosmer and Lemeshow test indicates extreme statistical significance. Since this model is so crucial, the results of this test imply that it was successful in fitting the data. That is to say, the information-suited kind-model hypothesis was supported (Peng, Stage, & John (2002).

Table 12. Hosmer and Lemeshow Test.

Chi-square	256.185
Df	4
Significance	0.000

8.2% (41/500) of respondents said they had not seen or heard of any development in the study region as a result of CPEC, while 91.8% said they had seen or heard of progress as a result of CPEC. Tables 13 and 14 show the observed and anticipated values of the logistical regression to classify and associate the CPEC and its variables.

Table 13. Classification Table ^a.

	Observed	Predicted		Percentage Correct
		CPEC		
		0	1	
Step 1	CPEC	0	4	90.2
		1	457	99.6
Overall Percentage				98.8

^a The cut value is 0.500.

Table 14. Association of the CPEC and its predictors using logistics regression.

	Coefficients	Wald	P-value	Odds Ratio
Poverty Alleviation	6.415 **	15.941	0.000	610.865
Economic development	0.202 **	14.273	0.000	1.223
Cultural influence	1.336 NS	0.965	0.326	3.804
Socio-economic impact	2.938 *	6.373	0.012 *	0.053
Constant	-17.534 **	14.528	0.000 **	0.000
Nagelkerke R Square:		0.926		
-2 Log-likelihood:		27.442		
Hosmer and Lemeshow Test: (chi-square value = 256.185, p-value = 0.000)				
Model of the CPEC:				
$\ln\left(\frac{p}{1-p}\right) = -17.534 + 6.415PA + .202ED + 1.336CI + 2.938SEI$				
where p = probability				

Note: NS = non-significant, * = significant (5%), ** = highly-significant (1%).

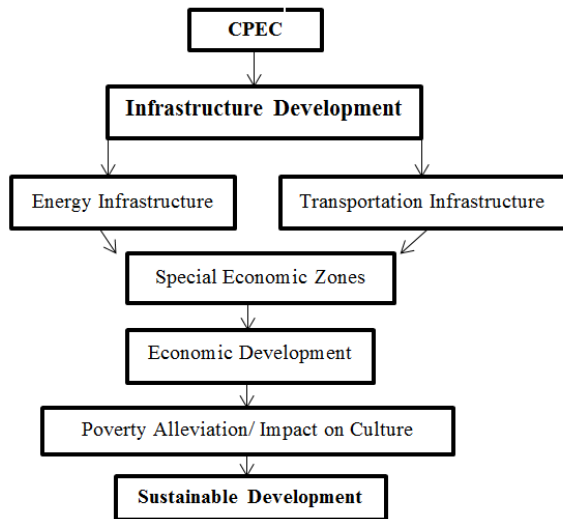
The CPEC has been connected to less poverty in the studied area, as seen in the following table. There is a positive correlation between poverty alleviation and respondents' expectations for development as a result of the CPEC project in the study area (as indicated by the p-value), suggesting that as poverty alleviation improves, so will expectations for development as a result of the project. The probability of a positive shift in respondents' views on development via the CPEC increases by a factor of 1.223. A positive finding would show that the CPEC project helped the area under study grow economically. A statistically significant relationship between the variables is shown by a low p-value.

Cultural Factors: From the data shown above, it is clear that the C.P.E.C project contributes to the cultural life of the area under investigation. One possible interpretation of the 3.804 odds ratio of cultural impact is that for every one-unit increase in the cultural effect, the likelihood that respondents' attitudes towards development via the CPEC would improve will increase by 3.80 times. If the p-value is large, it's doubtful that the two variables are related. The C.P.E.C project has funded to financial and social development in the area, as seen in the following data table. In other words, the probability of an increase in respondents' thoughts on development via the CPEC grow by a factor of 0.53 for every unit increase in socioeconomic development. If the outcome is positive, it will show that the CPEC project has helped the area develop economically and socially.

DISCUSSIONS

OBOR is a Chinese government plan that centres on the development of infrastructure such as highways, railways, ports, oil and gas pipelines, free trade zones, and dry ports. China is constructing and fostering socioeconomic growth in the developing nations of the Central Asian Republics (CARs), Asia, and Africa as part of the OBOR initiative, which is itself a linked network. Sustainable development objectives may be aided by infrastructure investment since it leads to growth in a variety of spheres. The China-Pakistan Economic Corridor (CPEC) is a massive initiative to improve Pakistan's infrastructure and boost the country's economy. Figure 5 shows the progression.

Figure 5
 The development process of CPEC.



Energy Infrastructure Development

An estimated USD\$34 billion would be spent in Pakistan's energy industry as part of the CPEC project, with the majority going toward the construction of coal and gas power plants. In addition, liquefied natural gas (LNG) pipeline development has been budgeted at over \$2.5 billion USD. To meet the energy needs of Balochistan (Gwadar) and Sindh (Nawabshah), LNG will be shipped from Iran to the two provinces (Malik, 2012). (2015). In addition, a planned gas and oil pipeline between Pakistan and Iran would allow both China and Pakistan to meet their energy demands. The proposed CPEC gas and oil pipeline has the potential to evolve into oil and gas pipelines serving China, Pakistan, and Iran. The CPEC energy component projects will have a major effect on the Pakistani economy. As a result of these energy projects, Pakistan's manufacturing industry will have access to the power it needs to expand. Pakistan's GDP growth has been redirected by roughly 2%–2.5% owing to the energy scarcity in the industrial sector. When all CPEC power plants are operational, they would have the capacity to generate around 21,000 MGW of electricity (Kugelmann (2015).

Growth of Transportation Facilities

Second, around \$12 billion (from of a total of \$46 billion) of the CPEC investment would go toward improving Pakistan's transportation and

infrastructure. Building up one's nation's infrastructure is crucial to its progress. As part of the CPEC initiative, China is enhancing Pakistan's transportation network and building brand-new infrastructure. In transportation and infrastructure development projects, the (ICBC), China Exim Bank, and (CDB) are the funding institutions (Sial, 2009). (2014). All throughout Pakistan, the CPEC routes would include the building of brand-new railway and highway networks as well as the upgrading of the current ones. There will be significant internal connectivity and economic development thanks to the construction of a highway between Karachi and Lahore, which will be around 1100 kilometres long (Butt, & Butt, 2008). (2015).

Special Economic Zones

Special Economic Zones (SEZs) and industrial clusters are crucial to the process of development. SEZs have been planned in several cities throughout Pakistan as part of the CPEC project, which is expected to hasten the pace at which Pakistan's manufacturing sector develops (Rakisits, 2015). (2015). The (CPEC) initiative would lead to the creation of several (SEZs) in Pakistan, and the Chinese government has already created one near the ancient city of Kashghar in Xinjiang. Kashghar is situated in a region close to the border between Pakistan and China. The entire implementation of CPEC in Pakistan also depends on Kashghar (Shafique (2017). To boost economic growth and commerce inside a nation, the SEZ method has gained popularity. The International Labor Organization (ILO) reported in 1986 that 176 special economic zones had been created in 47 nations. In addition, the number of SEZs expanded in 2006, and there are currently 3500 SEZs operational in 130 countries (Haris (2015). About 22 percent of China's imports, 60 percent of its exports, and 46 percent of its foreign direct investment (FDI) come from the country's 750 special economic zones (SEZs) designated at the province level (Farole, 2016). (2010). Pakistan tried to boost economic development by establishing industrial estates prior to adopting the SEZ model, however they failed to meet expectations (Zeng, 2007). (2015). The Gwadar Special Economic Zone (SEZ) that China plans to create is anticipated to greatly reduce transportation costs (Nawaz, Azam, & Noor, 2013).

(2015). . SEZs in Balochistan and Punjab are being financed by (HBL) and the (ICBC). The government of Pakistan has announced that the SEZs would be granted tax exemptions for a period of 10 years (Nawaz, Azam, & Noor, 2015). To improve the local economy and commerce, the Ministry of Planning, Development, and Reforms has reportedly planned 27 SEZs under the CPEC's banner. The proposed SEZs would generate roughly 1 trillion Rs in revenue and create 2,000,000 new jobs.

Economic Development

It was said in the cited article that both Pakistan and China have high hopes for the C.P.E.C initiative. The China-Pakistan Economic Corridor (CPEC) will play a crucial role in boosting Pakistan's economy and, further, will boost infrastructural and social development. However, the C.P.E.C would also expand the commerce of China with Pakistan and the other countries of the globe since the C.P.E.C will give a secure and cost-saving cargo route to China. Reference Pakistan and China have a stronger connection as a result of China's rise as an financial power, according to an assessment. The two nations' economies are maturing, and the CPEC will enhance their socioeconomic ties and encourage collaboration in a number of areas, including the creation of infrastructure, power plants, and energy production facilities. Reference According to Khan, Ahmed, and Malik (2013), Pakistan will gain a wide range of possibilities and advantages from the BRI's CPEC, including but not limited to increased economic growth and national security. To sum up, the CPEC will boost Pakistan's governance, aid in the fight against poverty, and entice investors from across the world.

Poverty Alleviation and Social Development

According to the cited source (Haider & Haider, 2015), the CPEC would provide locals along its various routes with many new business and job options, hence raising their standard of living. Moreover, in rural parts of Pakistan, the C.P.E.C would generate significant changes and provide infrastructure development and wealth. Reference estimated that the C.P.E.C's many initiatives, including energy generation, infrastructure building, and the launch of new businesses, would improve Pakistan's socioeconomic development. The CPEC

projects would help reduce poverty and provide new employment possibilities for young Pakistanis. Connections will be made between rural and urban regions. New contemporary technology will be transferred to Pakistan via the CPEC, and training at technical and vocational institutes would enhance the socioeconomic situation of the country's population.

Sustainable Development

The positive effects of the Sustainable Development Goals (SDGs) on health, the environment, sustainability, quality of life, and economic growth have made them a topic of intense interest across the globe (Saad, Xinping, & Ijaz, 2016). (2019). Through the CPEC, even those living in Pakistan's most outlying regions would have easy access to medical care, schools, markets, and financial institutions. Health and education are crucial to long-term prosperity, and as they improve, so does the quality of life for everyone. Since socioeconomic growth is a stepping stone to sustained development in Pakistan, the findings of the binary logistic reversion indicated that C.P.E.C will benefit socioeconomic development in the studied region. Globalization theory predicts that the BRI will improve the region's cultural interchange and communication, technological transfer, and interconnection. By increasing industry in metropolitan areas, physical capital is predicted to help Pakistan's economy. The building of essential infrastructure is the cornerstone of societal and economic progress. The CPEC intends to make efficient use of existing natural resources and social infrastructure. Theories of growth, globalisation, and infrastructure-led development all corroborate the findings of this research. In an effort to boost domestic economic development, Pakistan has implemented many institutional changes in the industrial sector. The CPEC has also become a conduit for foreign direct investment (FDI), which will act as a catalyst in calming Pakistan's shaky economy. The BRI, that is the primary development process in Pakistan for maintainable development, is the overarching framework for the CPEC, that is a multifaceted enterprise. Building up infrastructure aids in economic growth, which in turn helps reduce poverty and raises people's quality of life. Additionally, it will aid in closing the development gap between economically distinct areas. Only a

comprehensive development effort will get us closer to the objective of sustainable growth.

CONCLUSIONS

Construction of infrastructure, energy generation, and social improvement make up the bulk of China's CPEC investment. The GDP, employment, and societal progress are all positively impacted by these industries. The effects of C.P.E.C investment on Pakistan's G.D.P, energy output, infrastructure development, and job creation have been detailed in this report. Total Chinese investment in CPEC projects is estimated at \$62 billion, with over \$20 billion already invested. About eight percent of Pakistan's gross domestic product may be attributed to this investment. The GDP growth in Pakistan has been boosted by these investments. Transportation, commerce, and building projects under CPEC have the potential to employ tens of thousands of Pakistanis who are now out of work. Once the CPEC is up and running, the industrial and economic zones along its path will also provide additional employment opportunities. The C.P.E.C will boost economic growth by providing locals with new employment and entrepreneurial possibilities. Cultural transfer is also occurring under the C.P.E.C via linguistic and educational exchange programmes. Once rural infrastructure has been built, rural regions may begin communicating with urban centres. In order to achieve long-term sustainability, rural development must be prioritised. The CPEC is now a tool for long-term development in Pakistan.

REFERENCES