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Gwadar: Top 7 Places to See

'Great news about Gwadar Port soon'

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In Balochistan's Gwadar District As Saudi
Reassures Investments

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be completely built-in late 2022

Gwadar holds seminar on blue economy

At GlobBiz Avenue Head Office an Interactive Session
Held Between the GBA Officials and Jumpstart Pakistan

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Pakistan to be a key player in regional
economic activity. Najam ul Hassan



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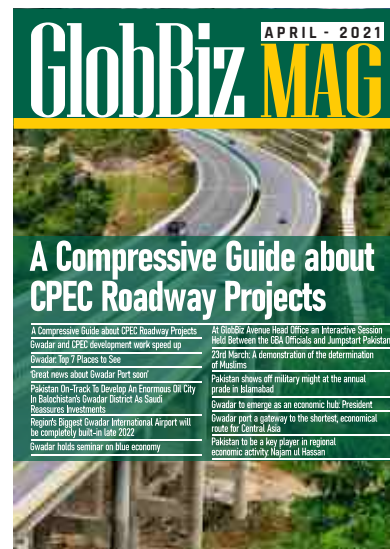
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A COMPRESSIVE GUIDE ABOUT CPEC ROADWAY PROJECTS



FEATURE

THE DEVELOPMENT OF ROADS AND BETTER TRANSPORTATION IS THE FOCAL POINT OF CPEC AND A GREAT AMOUNT OF INVESTMENT AND MONEY HAS BEEN INVESTED IN IT. RECENTLY IT IS ANNOUNCED BY CHINA THAT FOR THE DEVELOPMENT AND CONSTRUCTION OF THE TRANSPORT INFRASTRUCTURE, THE WILL PROVIDE MORE THAN \$10 BILLION. ALREADY MORE THAN \$6 BILLION HAS BEEN SPENT ON THE EARLY AND ONGOING ROAD PROJECTS OF THE CPEC. FOR THE TRANSPORTATION OF CARGO AND GOODS, THREE MAIN CORRIDORS ARE DESIGNED. THE FIRST CORRIDOR WILL THROUGH THE DENSELY POPULATED AREAS OF SINDH AND PUNJAB AND IT IS KNOWN AS THE EASTERN ALIGNMENT. THE SECOND CORRIDOR WILL PASS THROUGH THE BALOCHISTAN AND KHYBER PAKHTUNKHWA AND KNOWN AS THE WESTERN ALIGNMENT. IT IS A LESS POPULATED ZONE. THE LAST ALIGNMENT IS THE FUTURE ALIGNMENT WHICH LINKS PUNJAB, BALOCHISTAN, AND KHYBER PAKHTUNKHWA.

Karakoram Highway

National Highway N-35 is the Pakistani side of Karakoram highway that will be constructed under the China Pakistan Economic Corridor (CPEC). Between the border of China and Pakistan, this highway is expanded to more than 850km. It continues till Burhan and overlaps the M1 and M2 motorway, from there it continues to Islamabad and Lahore. Burhan town is the point that is also linked to Eastern alignment and Western alignment. Burhan and Raikot also considered phase 2 of the Karakoram Highway of Pakistan. Discussion of all three alignments is mentioned below.

Eastern Alignment

The Eastern alignment is the roadway project that is passing through the big and high populated areas of Punjab and Sindh. Eastern highways were firstly planned in 1991. Through this alignment big provinces, Punjab and Sindh are connected through a long motorway. The length of this motorway is more than 1000 km. Six long highways will control through it that connects two large cities Lahore and Karachi. \$6.6 billion will be distributed by China-owned banks, for this project.

The Eastern alignment consists of 4 parts, a Road between Karachi and Hyderabad with the cost of \$1.7 billion, a road between Hyderabad and Sukkur with the cost of \$2.89 billion, a long road joining Sukkur with Multan, and the last one joining the Multan with Lahore with the cost of \$1.5 billion.

Western Alignment

The Western alignment is spread between the biggest province of Balochistan and Khyber Pakhtunkhwa. Under the supervision of CPEC, it also included western Punjab. This route is planned to divide hundreds of km roads into 2 and 4 lanes highways. The up-gradation of these highways in six is also included in the future plan. It is predicted by the CPEC project that in the Balochistan province 870kms of roads need to be upgraded.

Barhan Bahtar interchange on motorway M1 is the starting point of the Western alignment. It is close to Burhan town. A new motorway will be constructed near it, a 280 km long road is named Brahma Bahtar-Yarik Motorway. This motorway will spread across the Sindh and then will reach Mian wali. It includes 11 interchanges and the whole cost of the project is \$1.05 billion. The 1,153km long route will connect Brahma Bahtar Interchange of the M1 Motorway with the city of Gwadar. The motorway of Dera Ismail Khan and Khyber Pakhtunkhwa is also upgraded under the CPEC. It is situated in the Southern region. The up-gradation took place between Zheda and Quetta. By 480km long motorway Central Balochistan connected to Zohrab. Khoshab and Gwadar also connected along the western alignment by a 193km long newly built motorway road.

Central Alignment

Central alignment consists of plans for the road that will start from Gwadar and will be expanding to various cities like Basima, Khuzdar, Sukkur, Rajanpur, and Muzaffargarh. The endpoint of this motorway is Dera Ismail Khan. From this point, it will connect to the ongoing Karakoram road.

Railway Projects

The Mainline 1, Mainline 2, and Mainline 3, Lahore Orange Line, and Khunjerab railway are the main railway road projects that fall under the China Pakistan Economic Corridor (CPEC). Mainline 1 is usually named 'Early Harvest'. The length of this railway line is 1867km. In 2017 the first phase of this line is completed. The first phase of the project will aim at developing the Multan to Peshawar zone. Which will then be followed by the Hyderabad to Multan zone and finally by the Hyderabad to Karachi section. Likewise, Mainline 2 is 1254km long and the length of mainline 3 is 560km. The orange line in Lahore is 27km long and the length of the metro is 25.4 km, while the Khunjerab railway is with a length of 682km. The completion of this project requires almost 5 years and the approximate cost of the project is \$12 billion.



GWADAR AND CPEC DEVELOPMENT WORK SPEED UP

It is a fact that many projects of Gwadar and China Pakistan Economic Corridor (CPEC) have been completed in a very good time, even COVID-19 did not affect the pace of work on CPEC projects.

Recently a group of the journalist had a visit to Gwadar. During their visit, they had a detailed meeting with Zhang Baozhong, Chairman of China Overseas Port Handling Company. During this meeting, they also meet with the members of Gwadar Business Club. The meeting was arranged by Mahmood Ahmad Khan, Senior Executive Member of Gwadar Business Club.

While defining the Green Employment Plan, Zhang Baozhong said that China Pakistan Economic Corridor (CPEC) is not only beneficial for Pakistan and China, but it has great worth for other countries in the region as well, especially to the landlocked Central Asian Countries.

To establish peace in Afghanistan this project will play a vital role. Transit trade with Afghanistan to deliver the goods through the port of Gwadar has already started, and till now metric tonnes of fertilizer also have been sent to Gwadar, stated by Baozhong.

He further said that the first shipload of sugar arriving at Gwadar port is impressively being delivered to Afghanistan.

Zhang Baozhong the chairman of China Overseas Port Handling Company said, the Port of Gwadar and CPEC project is not facilitating only for trade purposes but it will provide employment to the thousands of individuals from these countries, especially in the sector of transportation.

It was told by him that for the development of Gwadar port almost USD 500 million have been spent, as it is the most important area of the region geographically. He said that additional projects as well as International Airport Gwadar, Pak-China Skill Development Institute, Pak-China Friendship Hospital, Desalination Plant, and 300MW Coal Power Plant will be completed soon. China will assist financially in the completion of these projects.

The China industrialists want to take advantage of the 60 percent young, energetic, and dedicated

workforce of Pakistan for the completion of these multi-billion projects. According to Baozhong, Chinese industrialists are interested to set up their industrial unit here and by this, they will be able to give employment to thousands of young people. As geographically Gwadar port is situated at the center due to which it provides the shortest distance to the market of different countries.

In the second phase of CPEC, the speed of industrialization in Gwadar and along the route of CPEC will further increase. Zhang Baozhong said, in the second phase, the main focus will be petrochemical, mobile processing, cement, edible oil, steel, and home accessories.

He further added that at the moment 43 Chinese companies are registered in Gwadar and another 200 are in the pipeline. With the help of Pakistan, China, and investors from other countries, the establishment of industries will be a great source of employment for thousands of young generations in Pakistan, especially in Balochistan.

GWADAR: TOP 7 PLACES TO SEE

Gwadar, the most beautiful port city is situated on the western coast of Balochistan. Due to its scenic beauty, passion, and number of beaches. Praise to the successful relationship the China Pakistan Economic Corridor (CPEC), Balochistan is going toward the recovery of all the lost years that was unstable caused over the years.

Gwadar is like a hidden gem full of glory, secrets, attraction, preciousness, and success that are beckoning to be told. You can enjoy the beauty and exploration of it at the same time and can learn a lot from this most attractive side of Pakistan. The top 6 places where you must visit while travel in Gwadar.

KUND MALIR BEACH

It is very impressive to drive toward Kund Malir Beach. The scenes on toward Kund Malir are like you are in the world of a beautiful dream. Due to its cleanliness and disturbance-free area, the tourists and the people who love adventure come here to camp for the night. By a lot of fun and enjoyment, they make their moment truly memorable. If you are going toward Gwadar then don't miss the chance to visit Kund Malir as it is on the way toward Gwadar.

ORMARA BEACH

Ormara Beach has significant history and present as well. The mountains at the back of Ormara Beach present you with a beautiful view. From being a beauty of nature to Alexander the Great and activities of Pakistan Naval Forces at Ormara Beach give you a healthy environment. The naturally built hammerhead protects the Ormara region. After the death of one Alexander general Ormoz, the name Ormara is given to the region.

HINGOL NATIONAL PARK

One of the top destinations to visit in Gwadar is Hingol National Park. It is one of

the largest national parks that shelters a breed of wild animals, plants, and birds. The Hingol national park shares its borders with a great structure of the Sphinx and the Princes of Hope. These structures are naturally built and situated on the top of rocky cliffs. These are the attraction for tourists. The Hingol National Park built-in 1988.

Gwadar Port

The Port of Gwadar is a sight of livelihood. It is the home of all the fishermen. It presents an eye-catching view of the clean vast Arabian sea. The Gwadar Port connects Pakistan with the Middle East and Central Asia. It is also beneficial for the economy of Pakistan as it is providing a suitable pave to it. This iconic port has a great attraction for tourists.

KOH-E-BATIL

Koh-e-Batil is situated on the Southside of Gwadar. It is a very famous hill that provides a stunning areal view of the Arabia Sea and Gwadar. To reach the top of this hill, you have to cross the winding staircase of 10km. Though it is not easy to go on the top of Koh-e-Batil hill, the sight that greets you is really mesmerizing.

MUD VOLCANO (BABA CHANDRAKUP)

Mud Volcano spits mud instead of lava. By the Hindus, it is considered as the holy place and known by the name Baba Chandrakup. On the way to Shri Hinglaj Mata temple, it is considered an important stop for pilgrims by Hindus. At this volcano, the pilgrims offer prayers, make wishes, and ask for the forgiveness of sins. By the reaction of the wind and budding of the mud, the churidar able to tell if the sins of the pilgrim are forgiven or not.

GWADAR CRICKET STADIUM

The Gwadar Cricket Stadium is the most beautiful, attractive, scenic, breathtaking, and lush cricket stadium in the world. The whole cricket stadium is surrounded by the natural beauty of mountains that blow you away.



GREAT NEWS ABOUT GWADAR PORT SOON

The Federal Minister of Maritime Affairs Ali Haider Zaidi announced that there will be an advisory committee to solve issues relating to demurrage in ports and other related issues.

He said the body consists of representatives of business chambers, maritime affairs, and the departments involved during his visit to the Lahore Chamber of Commerce and Industry (LCCI).

The Minister expressed hope that the committee would play an important role in solving the business community's issues in the country's ports.

In order to explore new possibilities, he invited participants to visit Karachi Port, Port Qasim, and Gwadar Port. The Minister pointed to several problems in his ministry and tried his best to resolve these problems.

It is said by Zaidi, "We will give great news to the nation about Gwadar Port very soon".

He explained that in Karachi ports were included in his department's domain, but that port terminals were transferred for long-term rental to the private sector.

It stressed that the State Bank of Pakistan had permitted long-term funding to investors to buy ships and to develop related infrastructure.

He further mentioned, "Ships registered in Pakistan will be given preference in getting berths."

"Similarly, the ships purchased under this policy can get an exemption from customs duty, income tax, and sales tax till 2030."

The minister stressed that Pakistani investors might buy their own ships to the Pakistan National Shipping Company and hand over their own management, but that the bills in Pakistani rupees would be paid instead of U.S. dollars.

He pointed out that there was five container load and unload terminals in Pakistan.

Several port charges have been waived by the Sea Affairs Department, but he said they cannot obtain permission to waive terminal charges. Blue economy, the Minister emphasized, may change the country's destiny.

"Pakistan is spending \$5.5 billion annually in freight," he told businessmen.

The Minister announced, in conclusion, a second visit to the LCCI, together with the President of Karachi Port Trust and the President of Port Qasim Authority, to solve the business problems.

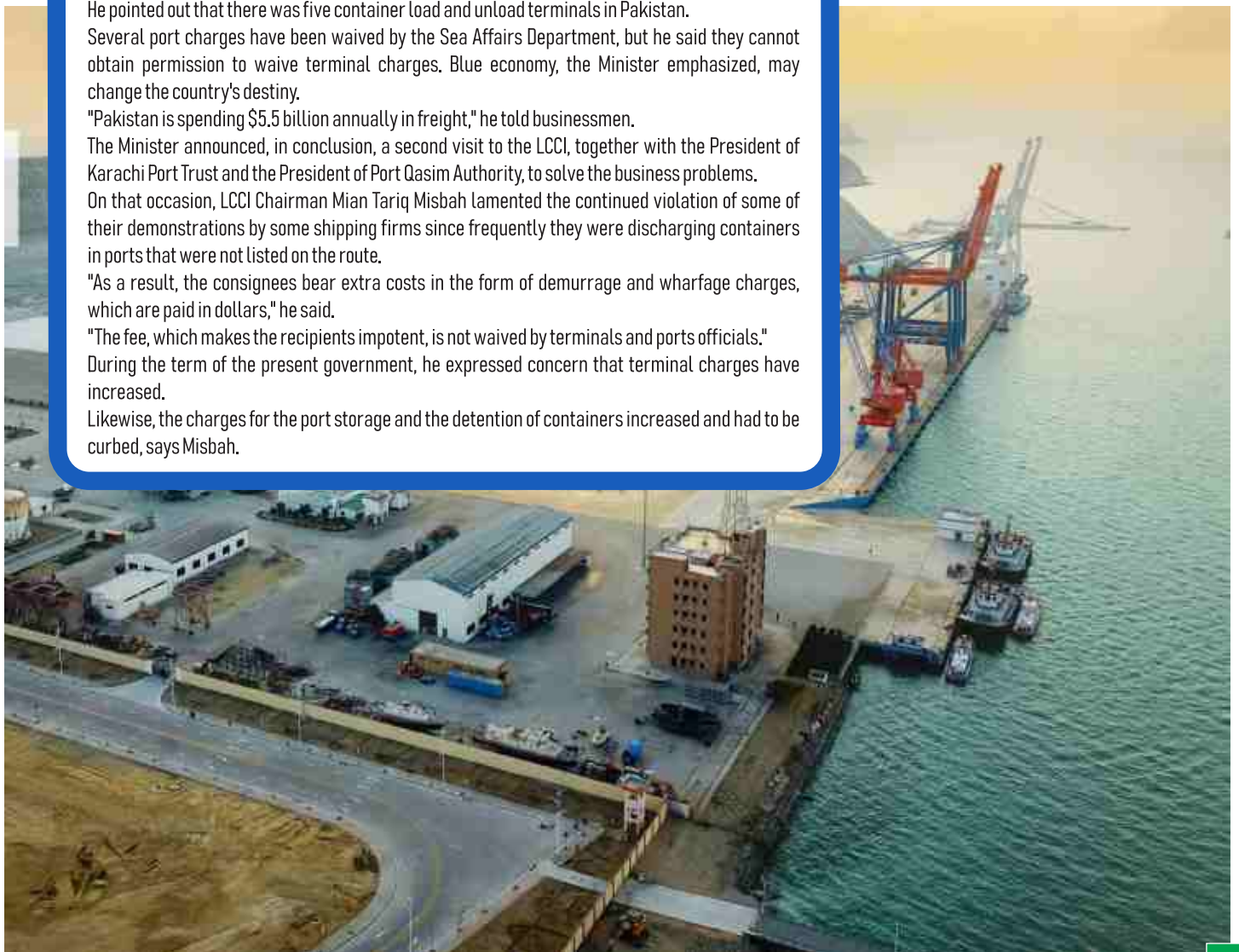
On that occasion, LCCI Chairman Mian Tariq Misbah lamented the continued violation of some of their demonstrations by some shipping firms since frequently they were discharging containers in ports that were not listed on the route.

"As a result, the consignees bear extra costs in the form of demurrage and wharfage charges, which are paid in dollars," he said.

"The fee, which makes the recipients impotent, is not waived by terminals and ports officials."

During the term of the present government, he expressed concern that terminal charges have increased.

Likewise, the charges for the port storage and the detention of containers increased and had to be curbed, says Misbah.



PAKISTAN ON-TRACK TO DEVELOP AN ENORMOUS OIL CITY IN BALOCHISTAN'S GWADAR DISTRICT AS SAUDI REASSURES INVESTMENTS

It is confirmed by Pakistan that by the end of this year development work on a massive oil city will be initiated in Gwadar, district of Balochistan. It will also host the \$10 billion Aramco oil refinery that is expected to be ready by the end of this year.

In 2020 Pakistan and Saudi Arabia faced many setbacks in their relation, but now the development of this oil city is assumed significance in the relation of both countries. The total area for the development of this proposed model city is 80,000 acres that will host the infrastructure to process and refine the products of petroleum. The supplies of these products will come from Gulf countries and will be used for local consumption.

It is told by officials that the masterplan of the city will be ready by the end of 2021 as at the moment it is underway. Director-general of Gwadar Development Authority (GDA), Shahzeb Khan Kakar said, "The planning of the mega oil city which will host an Aramco refinery and petrochemical complex is in progress, and we will take six to seven months to complete the masterplan."

After two many complications between the relation of Pakistan and Saudi Arabia, both countries want to mend their ties. Now with \$10 billion, the largest oil company in the world, Saudi Aramco is going ahead of their oil refinery project in the proposed megacity in Gwadar.

In 2019, Saudi Crown Prince Mohammad Bin Salman visited Pakistan. During this visit, various investment deals worth \$21 billion have been signed between the two countries. The proposed investment covered energy, minerals, food, petrochemical, and agriculture projects. In this deal, different companies are involved such as ACWA Power, Aramco, and Saudi Fund for Pakistan.

In the coming, five to six years the Aramco refinery will be ready with a capacity of 250,000-300,000 barrels per day. Furthermore, a petrochemical complex with \$1 billion is also coming up. This complex will help Pakistan to boost its petrochemical industry by the production of polyethylene and polypropylene.

The Gwadar city is a gateway to the Middle East, the Central Asian Republics, and even Europe and Africa. In 2014 China also announced China Pakistan Economic Corridor (CPEC) and plan to invest \$57 billion in energy and infrastructure projects. Also, convert the Gwadar into the economic hub of the region. Due to its economic and trade potential ability, it attracts many businesses to set their shop in Gwadar.

The planning for the development of the Aramco refinery is on track and the completion of the project is expected in the next five to six years. In the view of experts, CPEC is the most important factor and playing a vital role in attracting foreign investments.



REGION'S BIGGEST GWADAR INTERNATIONAL AIRPORT WILL BE COMPLETELY BUILT-IN LATE 2022

An NGIA (Nouveau Gwadar International Airport) is under construction and is supposed to be the largest airport in South Asia once completed by the end of 2022. It is situated in Gurandani, 26 km north East, on the south-western Arab Sea coast of the Balochistan region and occupies 4,300 acres of land (17 km²). It is anticipated that NGIA will cost \$246 million. As a grant, China is fully financed.

On 29 March 2019, PM Imran Khan laid the foundation for the NGIA. A modern terminal building next to a cargo terminal, cooling systems for perishable items, with the initial handling capacity of 30,000 tonnes, is part of this Greenfield Airport. Aircraft such as Airbus A380 and Boeing 747-400, including narrow-bodies, as the ATR-72 and Boeing 737-900, are being accommodated by the NGIA in broad-bodied aircraft.

The Chinese Communications Construction Corporation (CCC) which is anticipated to be completed in late 2022 has been granted the design of the CAA Pakistan to build the new airport.



GWADAR HOLDS SEMINAR ON BLUE ECONOMY



AT PAK-CHINA BUSINESS CENTRE, GWADAR, THERE WAS A ONE-DAY SEMINAR ENTITLED "GWADAR DEVELOPMENT AND BLUE ECONOMY GROWTH IN PAKISTAN."

The seminar was held with the collaboration of the Parliamentary Committee on the China Economic Corridor of Pakistan by Friedrich Ebert Stiftung in Pakistan.

Members of the National Assembly, Provincial Parliament, Gwadar Development Authority, Gwadar Port Authority, GOC 44 Division officials, Commander West Rear Admiral Sajjad, members of civil society, students, and faculty members from various universities participated in the dialogue.

The lead guest, Sher Ali Arbab, welcomed the participants during his inaugural address and emphasized that Gwadar and Balochistan are important.

Arbab referred to Gwadar as a pivotal point of view for the concept of the CPEC and pointed out that the Gwadar people need to be responsible for this mega project and play their key role for the people of Balochistan and Pakistan in the progress towards the CPEC. "Gwadar ports and their associated projects will make a significant difference to people's lives," he said.

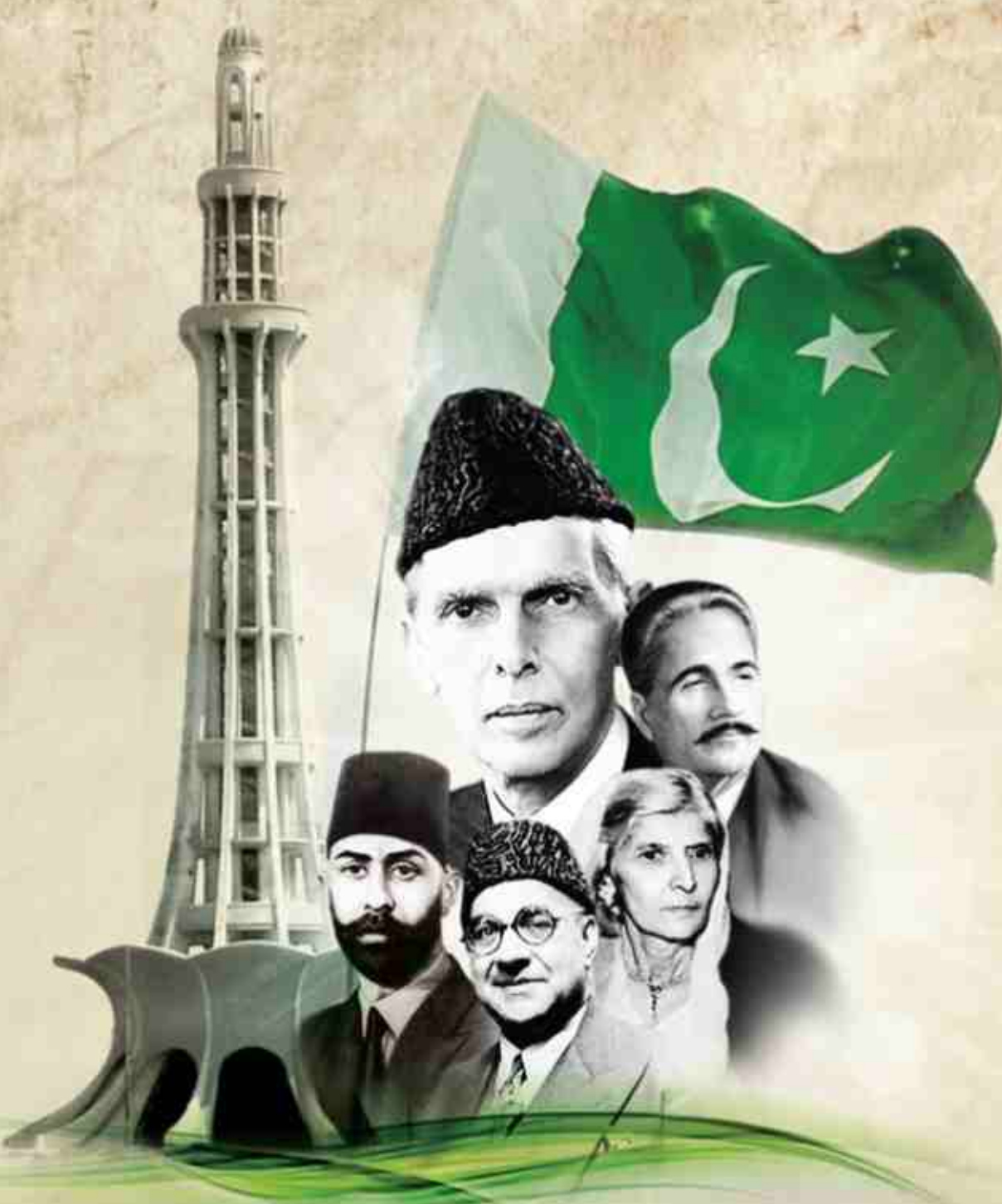
In highlighting the role of FES in Pakistan, FES Senior Program Coordinator Humayun Khan has pointed out that FES Pakistan has contributed a great deal to social development, democracy, and free speech. "This regional dialogue represents a continuation of the good work of FES Pakistan to make people's voices heard and allows all the stakeholders in this mega project to evaluate what they need and to improve their lives through CPEC."



AT GLOBBIZ AVENUE HEAD OFFICE AN INTERACTIVE SESSION HELD BETWEEN THE GBA OFFICIALS AND JUMPSTART PAKISTAN

An interactive session between the officials of GBA Group and Jumpstart Pakistan was held yesterday March 23rd at GlobBiz Avenue Head office. Focusing on mutual areas of interest, both companies are expectant of thriving business collaboration.





23 MARCH

A demonstration of the determination of Muslims

In our national history, Pakistan Day was a milestone. The Muslims of the Subcontinent demonstrate their resilience and determination in seeking their freedom through a Pakistan resolution.

The 23rd of March 1940 was a day to make Pakistan an advanced and advanced country. Subcontinent Muslims have made great sacrifices to make Pakistan, and it is now our responsibility to make Pakistan a great country in the Committee of Nations with development and progress in all areas and sectors.

The traditional Pakistan Day celebrations will be observed in the country with respective fervor and zeal.

The Government of Pakistan administration is committed to transforming Pakistan into a state-of-Medina pattern and leading Pakistan towards an authentic Islamic welfare state. The government strives to create a society in which each person can play a role in the country's socio-economic development in the best possible way.

With every blessing Allah Almighty blessed Pakistan. Pakistan is our identity and foundation and as Pakistanis, we must strive to make Pakistan stronger and ensure progress and development in all areas of life.

Pakistan Day calls on us to renew our commitment to make Pakistan strong, gradual, and successful.

A Military Parade at the Parade Venue in Islamabad will be held at the respective traditional celebrations for Pakistan Day. The security forces of Pakistan are boasting of crushing the country's terrorists.

Pakistan has come a long way since its inception and has achieved success in different life sectors. The government of Pakistan is committed to making serious efforts in the country's development. It is now our responsibility to lead Pakistan on the path of a great nation through benefits from natural benefits. Our elders lay the foundations of Pakistan.

Pakistan Day calls on us to renew our commitment to make Pakistan strong, progressive, and successful.

PAKISTAN SHOWS OFF MILITARY MIGHT AT THE ANNUAL PRADE IN ISLAMABAD



On March 25th in the capital city, Parade Ground near the Shakarparian mountains held a military parade related to the celebrations for Pakistan Day, previously postponed due to "inclement weather."

As the Chief Guest President Arif Alvi also attended the parade, whereas Defense Minister Pervaz Khattak, Chairman of Nadeem Raza, General Chief of Staff, Qamar Javed Bajwa, Air Marshal Ahmad Babar Sidhu, and Naval Chief Admiral Amjad Khan Niazi, also attended the parade. Chief Officer of the Naval Staff was also present.

Prime Minister Imran Khan could not be present, as he is in quarantine at present, after testing for Covid-19 positively.

The ceremony began with the flying past from flying jets led by Air Chief Zaheer Ahmad Babar Sidhu, who greeted the president of Pakistan Air Force and Pakistan Navy.

The flypast was attended by F-16, JF-17, Mirage, AWACs, P-3C Orion and ATR aircraft training.

The parade also displayed Sindh, Punjab, Balochistan, Khyber Pakhtunkhwa, Gilgit-Baltistan, Azad Kashmir, and the local cultures of our provinces.

Pakistan Army quotas, Pakistan Navy, Pakistan Air Force, Frontiers Corps, Rangers, Islamabad Police, Frontiers Constabulary, and Boys Scouts marched past the dais to salute the head guest.

Acrobatic maneuvering by JF-17 and Sherdils, a myriad of colors were painted by the sky as a deeply moved audience encouraged them.

A Turkish fighter jet also presented a range of dazzling maneuvers to mark the strong link between Pakistan and Turkey. The audience was also surprised by a Turkish military band playing national songs.

'Pakistan can protect its integrity fully'

President Alvi said in his speech that Pakistan had been fully prepared to uphold

its territorial integrity and sovereignty and that any misadventure would receive the appropriate response.

"We shall at all costs stand up for our independence," he said. He added, however, that Pakistan wanted and had taken practical steps to achieve peace, safety, and development throughout this region.

He said that peaceful procreation is the foundation of Pakistan's foreign policy, adding that South Asia's leadership was obliged to reject hate, prejudice, and religious extremism policies in the present situation.

"Pakistan wants to progress with good intentions and peace, but it should not interpret our wish for peace as our weakness," he said.

President Alvi also paid tribute to the armies of the country, saying that in the face of foreign aggression and national issues the whole of the country was standing shoulder to shoulder with them. "We are proud in our martyrs and ghazis," he said.

The situation in occupied Kashmir has been also commented upon. "In this hour of trial, the whole nation is standing by its Kashmiri brothers and sisters." The president also urged the world to take note of the grim situation in the occupied valley.

In the twin cities, a local vacation in connection with the military parade was announced in accordance with a notification issued by the Deputy Commissioners of Islamabad and Rawalpindi.

To make the parade easier, Islamabad transport policemen limited traffic from Khanna Bridge to Nil between 5 am and 2 pm on the Islamabad expressway. The traffic police in Islamabad have also specified alternative routes to make traffic flow easier.

The military's media wing said earlier this week that the parade was postponed because of "increasing weather and rain."

FEATURE

GWADAR TO EMERGE AS AN ECONOMIC HUB: PRESIDENT

President Arif Alvi said that by providing China and the Central Asian Republics with the shortest route to trade their goods, Gwadar will develop as an economic hub.

After successfully overthrowing terror, President Pakistan has shifted its focus from geopolitics to geoeconomics.

Unlike the world, he said, Pakistan serves as a pretext for peace and morality that will bring the country a better future.

The President has said that the economy has improved, that the construction sector has grown and the disparities between the dollar and dollar have been controlled, in response to positive indicators.

He said houses are being built for the low-income sector and the country is making positive progress on economic issues.

In his report, Kashmir was the main barrier to normalisation of relations and India was issuing counterfeit residences at around 2.5 million non-Kashmiris to change the demography of the disputing area instead of moving forward to solve the dispute.

He said, despite everything, that Pakistan wants the Kashmir dispute to be peacefully resolved.



FEATURE

GWADAR PORT A GATEWAY TO THE SHORTEST, ECONOMICAL ROUTE FOR CENTRAL ASIA

Pakistan's Gwadar Port is a port that provides the shortest and cheapest route to Central Asian republics (CARs). Trade between Gwadar and CARs will cut the distance from Iran up to 50%, while freight charges will decrease by about 30 percent.

Increased trade with CAR's will create more jobs and increase tax collections as the volume of goods increases.

Premier Minister of Pakistan Imran Khan recently stated in a statement that Pakistan's Karachi and Gwadar harbors, as Pakistan provided the Central Asian Republics with the shortest way on the international seas, might become 'the gateway of landlocked Central Asian.'

In Pakistan's two-day visit, Mr. Khan also made assurances about complete facilitation on access to Pakistani ports during a meeting with Uzbekistan's Foreign Minister Abdulaziz Kamilov.

Pakistan is, he said, making access to its ports easier for Uzbekistan. Over the short, more economic and political considerations of Uzbekistan which is currently based on the Iranian seaport of Bandar Abbas for foreign trade explores other possibilities and prioritizes Pakistani ports.

Uzbekistan is 2000 KM away from Karachi and Iran is 4800 KM from Uzbekistan. Similarly, the distance from the village of Karachi to Peshawar from Turkmenistan is 1658 KM. Pakistani ports are also less distant from Uzbekistan than Iran and are around 3000 km from Uzbekistan.

Two different options are being drawn up with Uzbekistan, the first being the Trans-Afghan Railway Project and the second being the China road route. Pakistan Economic Corridor (CPEC) is a very significant role for Central Asian Republics in China.

The TAPI (Turkmenistan, Afghanistan, Pakistan, and India) pipeline, of which Turkmenistan is an important part, is of importance for the CPEC. Tajikistan is also prepared to support CPEC projects that offer significant economic potential and increase its connectivity to Pakistan.

Uzbekistan has also confirmed its participation in CPEC by potentially doubling Pakistan's energy supply. Kazakhstan, the largest country of Central Asia, is also strongly committed to joining the CPEC.

CPEC will provide access to the Central Asian landlocked countries to improve their trading relations with the world and it will provide Gwadar Port with the means. Central Asia, China, and Pakistan are expected to reach new heights through Gwadar Port.

Therefore, all those countries in Central Asia are potential partners for Pakistan and China, with great regional cooperation opportunities and common economic advantages.



PAKISTAN TO BE A KEY PLAYER IN REGIONAL ECONOMIC ACTIVITY: NAJAM UL HASSAN



Expects massive economic activity during the days ahead with China Pakistan Economic Corridor (CPEC) project smooth sailing. Pakistan becomes the key player in the regional economic activities and a significant outcome of the Chinese government's novel Belt and Road Initiative (BRI).

The project would generate not only trillions of dollars in trade revenues but also thousands of jobs for the local population, alongside infrastructure development, electricity generation and transport, railway, agrarian, scientific and technological projects as well as tourism projects.

One of CPEC's main results is the construction of the country's special economic zones through a joint venture between Pakistan and China. Taking into account the project's importance, many other countries have shown interest in investing in the project as well. After the start of the second phase of the China Pakistan Economic Corridor, which consists of a large measure of industrial cooperation, economic activity in the country is moving forward.

Although the Special Economic Zones (SEZs) are planned to relocate Chinese industry and investment, China Pakistan Economic Corridor (CPEC) is primarily planned, the two countries have already offered participation by third parties for the mega projects.

There has already been interested in investing especially within the industrial zones in the countries such as Saudi Arabia, Qatar, Iran, Middle East states, and certain western countries.

The participation of third parties in CPEC is win-win for all, as its participation would help foreign companies prosper through the use of the lucrative facilities offered by the Government of Pakistan, which will also allow Pakistan to boost its exports to the potential global market. Furthermore, the Chinese authorities have acknowledged the importance of wider CPEC and SEZ participation.

Around 9 SEZs, including four priority SEZs in Sindh, Punjab, and Khyber-Pakhtunkhwa are planned in addition to the Gwadar Free Zones: Dhabeji SEZ, Allama Iqbal Industrial City, Rashakai Economic Zone, and Bostan SEZ in Balochistan.

In addition to stabilizing Pakistan's international status on the political, economic, and social fronts, the CPEC is designed to bring the country among the world's leading economies. In order to achieve this objective, all federal and provincial government departments are dedicated to Prime Minister Imran Khan's dynamic leadership.

Diverse projects valued at \$53 billion and 17 projects valued at \$25 billion under the corridor have already been identified under the \$60 billion CPEC project. 19 projects are currently under construction and 28 more are in the planning and approval stages, including the historic ML-1 railway project.

Three-fourths is the Chinese investment in these projects, which denies the Chinese debt-international trap's propaganda.

Kanwal Shauzab, Parliamentary Secretary for Planning, told that the progress in various areas of the country was made in four out of nine CPEC-related SEZs.

"Together with millions of direct and indirect opportunities for employment, especially for those living along the road of the CPEC, special economic activities launched at the SEZ's

will contribute to strengthening the general economic situation of the nation." "We are helped a lot by our Chinese counterparts in industrial development, but local people are working together to make progress under the CPEC."

The Parliamentary Secretary has highlighted five elements of the SOC, including connectivity, energy projects, and socio-economic development like the Clean and green projects of the Prime Minister project, which would have a direct or indirect positive impact upon people's lives.

She also welcomes the involvement of a third party, which would prove to be a game-changer for the entire region, when Saudi Arabia, the USA, and other western countries invest in SEZs.

She has also informed Qatar of the fact that the country has been invited and that it can choose to supply LPG to various countries on a short CPEC route rather than on a longer route.

President of the Pakistan Chamber of Industry and Commerce (FPCCI) Capital office of the Pakistan Federation, Qurban Ali said CPEC is Pakistan's game changer. Greater SEZ activity would further increase economic activity in these areas, involving more countries.

"Investing in Pakistan's Special Economic Zones (SEZs) would further reinforce the CPEC and be a win-win for all companies from Saudi Arabia, the United States, and other Western countries," she said.

It also pointed out that the port of Gwadar could surpass international port cities, including, of course, Iran, Turkey, and the Middle East on the one hand, and Afghanistan, China, and the Central Asian states and beyond, on the other. It is also interconnected with the entire region, including Iran and Turkey.

The CPEC could be linked with the 76-kilometer long Wakhan Corridor and could be an access corridor to both Afghanistan and Central Asia. "We have to take full advantage of the shorter route to Central Asia."

He added: "The facilities offered for the CPEC SEZ by the government are extremely lucrative. Now not only the local industry but the international industrialists have demonstrated a commitment to invest in Faisalabad, Rashakai, and other SEZs in Allama Iqbal Industrial Park."

Gilgit Baltistan (GB), which is the gate to the CPEC, was extremely important and the region needs to be focused on industrial development and people's well-being.

"The government has allocated a territory for Mogpondass SEZ in GB so that the people of that region benefit from the overall development of their country as well."

Given the fact that a number of projects are already being carried out via the CPEC, it is time to further accelerate development work so that the masses can benefit as soon as possible from this mega effort.

In view of the price rise and the global economic recession due to Covid-19, the importance of CPEC projects has also increased. If the CPEC projects were quickly implemented, things would turn around in terms of cheaper commodities and employment generation and bring relief to mass lives.

WOONG PAKISTAN, GREAT EXPECTATIONS BUT PAKISTAN IS ALWAYS MORE THAN EXPECTATION: ITALIAN AMBASSADOR

Andreas Ferrarese the Italian Ambassador said, "I had great expectations but Pakistan is always more than what I expect." He expressed that Pakistan is a country with great tradition and its young population has great positive energy. He shows his interest in deepening the ties between both countries.

At \$1.5 billion, the Pakistan-Italy exchange is underneath its latent capacity. "I was in Lebanon and with its population of 4,000,000, trade was \$1.2bn. So there is a great deal of space for the growth of bilateral trade."

Textile, Rice, Leather, and Ethanol are the main export of Pakistan. In the last fiscal year, they stood at \$731m and the imports were \$521m. Machinery, Vehicles, Iron, Steel, Petroleum products, and Pharmaceuticals were the main imports of Pakistan.

The ambassador further mentioned that "In Italy, we have a community of 200,000 Pakistanis. Almost 140,000 are documented and 60,000 are being documented." In 2020, a \$452.8m settlement is sent by Pakistanis in Italy.

Pakistan needs to modernize its industry, especially the sector of textile, with incredible scope for environment-friendly green energy, enormous, and developing market, and its units of the wealthy.

Two-Way Tourism

Talking from his experience as the individual who composes the official tourism advisory of Italy, he discussed the ways the attraction of tourists in Pakistan.

He mentioned that "Pakistan is not for the middle man. There were some misconceptions in the mind of Italian and these can hurt the locals. But I must have to say that the realities are totally different and Italian have extraordinary tourism attractions for Pakistan, especially those who want to climb the Himalayas. The ambassador outline that the only thing which needs to improve is better infrastructure and the focus of the government is required in this regard.

Italian Ambassador Andreas Ferrarese said, "Twenty years ago, the salary in Pakistan was 10pc of the Italian salary – now it is 45pc."

"Individuals need an agreeable lodging in an attractive spot with the staff who know to speak English and transport to by you Pashmina shawls."

It was also expressed by the ambassador that Italy wants to work with Pakistan in every field not just in tourism. He said that Italy also wants to attract tourism from Pakistan as almost 5,000 – 6,000 Pakistani tourists visit Italy each year.

While talking about students outflow ambassador express that every six months almost 30,000 – 35,000 students went abroad for studies. Different countries are interested in attracting students from Pakistan. Even many Italian universities are offering courses in international languages for this attraction.

Many good public-sector universities are offered by Italy that cost roughly as much as a degree from Indus Valley School of Arts and Architecture or from the Lahore University of Management Sciences.



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RASHAKAI SEZ TO OFFER LUCRATIVE INVESTMENT OPPORTUNITIES

A Chinese representative headed by Lv Yan, DGM CRBC China visited and informed businessmen of the importance of the Rashakai Special Economic Zone and the Sarhad Chambers of Trade and Industry (SCCI).

SCCI Senior Vice-President Manzoor Elahi, Vice-President Junaid Altaf, Peng, CRBC Investment Manager, Simon Lee, Abdullah Shehryar, CRBC Commercial Officers, and senior officials from the Khyber Pakhtunkhwa Economic Zones Development and Management Company Adil Salahuddin and Abdul Wasae Sahad were also in the session.

In Khyber Pakhtunkhwa, Rashakai Special Economic Zone (REZ), situated next to M-1 Nowshera (KP). In three phases, the 1000 acres of REZ are to be developed. The designated industrial area is 702 acres, of whom 159 acres are to be developed in Phase I, 279 acres in phase II, and 264 acres in phase III, according to Federal SEZA regulations.

The Economic Zone Development and Management Company (KPEZDMC), Khyber-Pakhtunkhwa (K-P), together with China Road and Bridge Corporation, is being developed under a public-private partnership.

A delegation representative emphasized the investment opportunities and incentives for investors in the country. The Rashakai SEZ is considered a high-value SEZ about the other economic areas of the CPEC, he added. This is fully supported by the Government of China and investors.

This SES would offer state-of-the-art infrastructure and leading-edge facilities such as a combined effluent processing plant, a smart security system, industrial

sheds, and one window facilities to attract foreign and local investments.

With REZ a recreation center, a green area, and flats for the residence of laborers will also be established.

Rashakai SEZ is considered to be a part of the China Pakistan Economic Corridor's project group to attract huge investment in this province and provide numerous jobs. REZ is connected by the airport (65 km from REZ), Dry port (65 km), Railway station (25 km), motorway, Highway (5km), and City center (15km).

The economic zone has predominant investment feasibility in fruit and food processing their packing and textile industries, based on the strengths of the interconnected districts and resource pools.

Prime Minister of Pakistan Imran Khan believes the country has entered the phase of industrialization, while the China Pakistan Economic Corridor (CPEC), will contribute to boosting the industry. The Prime Minister said that accelerating the construction of SEZs can support the industrialization and modernization of Pakistan.

The project China Pakistan Economic Corridor (CPEC) is declared as a glaring example for the friendship of Pakistan and China, by Shrbaz Bilour, President of Sarhad Chamber of Commerce and Industry (SCCI). CPEC is not only a fate changer of the region but the economy of the whole region will get a boom through it.

Both parties agreed to establish a joint venture to encourage local investors to invest in the Rashakai zone's potential sectors.



CHINESE FIRM TO SET UP “EV” PLANT IN PAKISTAN

It is decided by the Board of Investment (BOI) that the entry of the largest automobile manufacturers will be facilitated in the first private Special Economic Zone (SEZ) in Raiwind, Punjab, Pakistan.

Admission to MG JW Automobile Pakistan Private Limited in JW-SEZ Raiwind is granted by BOI, in a meeting of SEZ committee.

The MG JW Automobile will set up an electric car production plant with an estimated FDI of Rs663 million and local investment of Rs637 million.

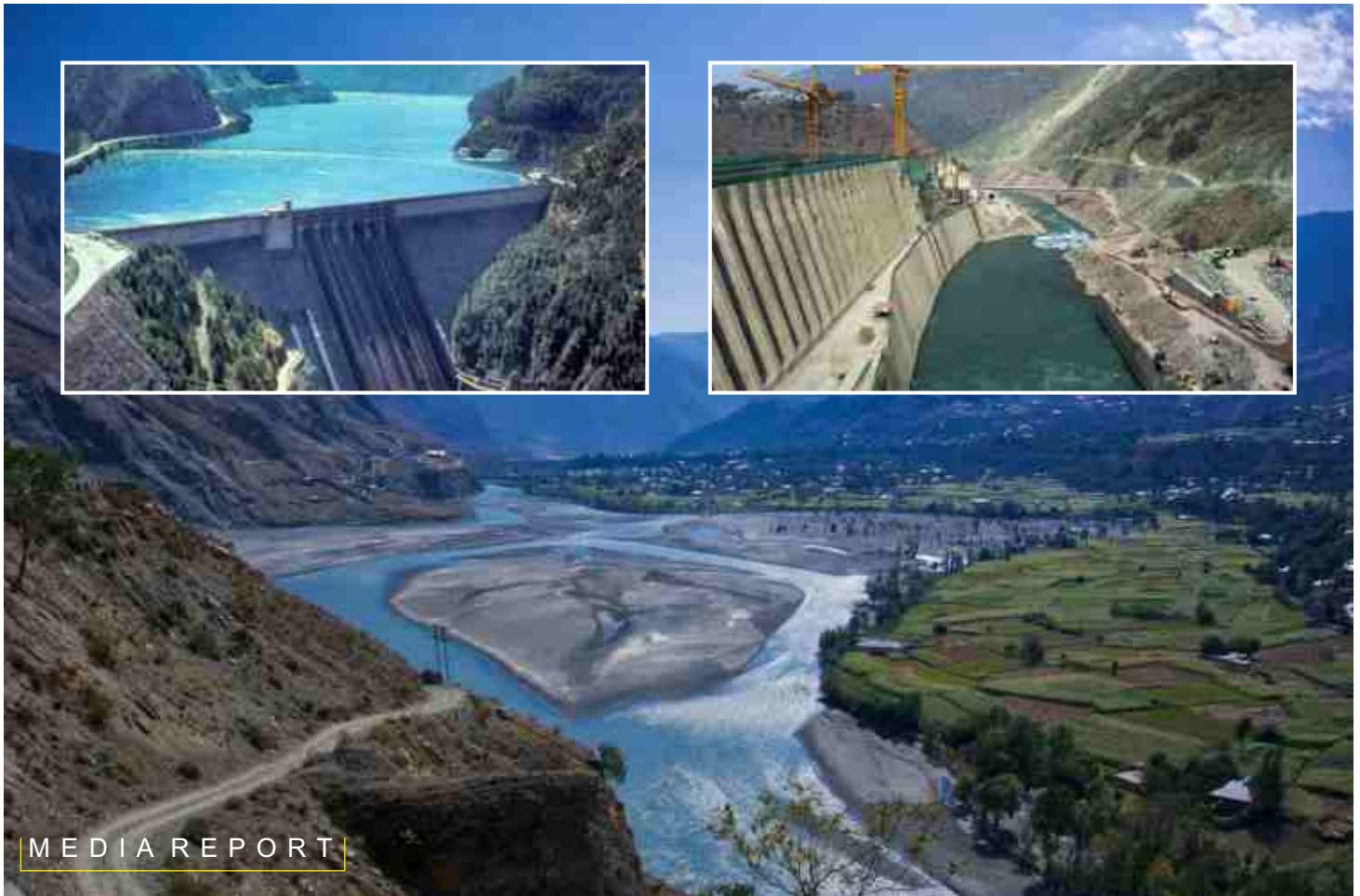
The joint venture between MG JW Automobile (MG Pakistan) and JW-SEZ (Private) Limited and SMIL, a SAIC Motor Corporation Limited subsidiary. The SAIC is a Shanghai-based, multinational Chinese state-owned automotive design and manufacturing company.

It is the world's seventh-largest car manufacturer in China. In 2006 SAIC bought Morris Garages (MG), the prestigious UK brand, and now sells cars worldwide under that brand.

BOI has been received with its recently launched "SEZ MIS Module" as the one-size window for SEZ's in Pakistan, the area entry application of the MG JW Automobile Pakistan. The module is designed to make admission to SEZs easier for real investors from all over the world while guaranteeing total transparency.

The initiation of the first private SEZ in Pakistan showed the government's strong commitment to helping private investors for fast-track industrialization in the country, BOI Chairman Atif R Bokhari said.

BOI Secretary Fareena Mazhar said, "SEZ-MIS is a leap towards SEZ-led industrialization's Digital Future," he said.



MEDIA REPORT

DAMS ARE THE PERFECT SOLUTION FOR THE SHORTAGE OF WATER IN PAKISTAN

In August 2018, Prime Minister Imran Khan said building dams were the only way to deal with Pakistan's existential water problems. This is expressed by the Prime Minister of Pakistan Imran Khan in his opening address.

A few years ago a WAPDA construction began on two major projects: Mohmand in Khyber Pakhtunkhwa and Diamer-Bhasha in Gilgit-Baltistan. The Water and Power Development Authorities (WAPDA) are now in operation. The latter, a 272-meter giant, is considered to be the world's highest compact roller dam. It is also considered a silver bullet for Pakistan's water crisis with a storage capacity of 8.1 million hectares.

On the other hand, dams seem to make imminent sense for Pakistan, where almost half of the workforce is employed in a water-intensive agricultural sector. Reports warning the country that it would be able to "run dry" by 2025 mean that the

availability of freshwater will not be available. However, experts are not in agreement. "No one can deny it will increase storage," said Daanish Mustafa, a King's College London professor of critical geography. "The most inefficient type of surface storage, however, is that these dams do not increase storage over the year. The two biggest dams in Pakistan – Tarbela, and Mangla, according to Mustafa, are seasonal regulators. During the monsoon period, they are filled and drained for cultivation in the dry winter months. This means Diamer-Bhasha is not going to create an ongoing water reserve for the lean years although Diamer-Bhasha can increase the capacity in the Indus Basin seasonally.

Then you have to consider the price tag. Diamer-Bhasha Dam Pakistan has had struggles for years to secure funds. In 2006, President Musharraf's government initially shone green, but it was refused to be funded both from the World Bank and the Asian Development Bank, citing the dam in disputed Kashmir. The Supreme Court also failed a well-meaning attempt to crowdfund the barrage in 2018. Finally, China joined the bankroll of the project in May 2020.

But even at 14 billion dollars, Diamer-estimated Bhasha's cost could be too small. For example, a 245 barracks study carried out by Oxford University in the last century showed that most budgets underestimated total expenditure by about 99 percent. A dam could finally require twice its initial financial commitment, with little chance for a return on investment, as inflation, debt servicing, and environmental externalities

prize themselves. Even if Diamer-Bhasha is concluded within the proposed nine-year period, it will probably cost approximately 10% of Pakistan's present GDP.

A Nationalistic Project

Dam ads on the official website of WAPDA tend to overlook these nuances, possibly because Diamer-Bhasha and other hydro projects have been approved fully by the federal government. Khan in particular is turning away from what the prime minister has described recently as the 'decade of darkness,' in which political parties 'pens their elections instead of making a dam' in a renewed commitment to massive construction projects. At the "Pani Ke Pankh" (Water Wings) screening ceremony, Khan commented on this, a thirty-minute "docu-drama" borderline propagandist explaining how Pakistan beats terrorism for the first time and is now building dams. The WAPDA 'Special Initiative and Social Responsibility Cell' contains a condensed version of the speech, including snippets for the ceremony). The resistance of India to the building of the dam in Pakistan also supports hydroelectric projects.

The fate of projects such as Diamer-Bhasha and Mohmand remains in balance despite government support. Because of their ongoing conflict, dams have always been difficult to build in Pakistan. However, whether they are completed or not, the renewal of the emphasis on Pakistan's hydroelectric projects will continue to raise the question of how a country that has enough land and water to supply itself is doing more and more on the contrary.

CPEC

AN EQUAL HANDSHAKE?



In 2013 Xi Jinping President of China launched Belt and Road Initiative (BRI). The purpose of this launch was to establish and strengthen partnership with the countries along the Belt and Road, promote the connectivity of Asian, African, and European continents seas adjacent with these continents, multi-tiered, set up all-dimensional, composite connectivity networks, independent, realize diversified, sustainable and balanced development in these countries.

In Asia, Eastern Europe, Eastern Africa, and the Middle East, BRI incorporates the developing markets of 71 countries. This massive economic activity is comprised of 71 countries representing more than a third of global GDP and 2/3 of the world's population through six development corridors. This initiative connecting the Arab Sea with the town of Kashgar in western China is an important extension of CPEC.

It is widely accepted that the CPEC contributes positively to Pakistan's failing economy by filling the capacity gap. The model consists of providing soils, water gradients, raw materials, regulatory concessions, and customer service to foreign investors, low-cost energy, infrastructure stimulation, communication, manufacturing, and allied services. China anticipates emerging-market revenues. China's presence in the Arab Sea will influence South Asia and the Middle East's economic, strategic and geopolitical dynamics.

Included in an infrastructure section are 8 projects for coal power, 6 wind energy stations, 6 water power plants, an 878km transmission line, and 1 solar park, which together make up 13189 mW of energy of the CPEC network. The flagship project is Gwadar Port Development. It includes a West-Bay Expressway, a Breakwaters International Airport, berthing areas, Free Zone, Hospital, Technical and Vocational Institute, and Smart Port City Master Plan, which is estimated to cost US\$ 694 in total.

China Pakistan Economic Corridor (CPEC) is an opportunity. Horizontal

expansion is required for the CPEC commitment strategy. Such projects are designed, constructed, and operated by indigenous local engineers, technicians, and suppliers. It was a major cause for a population country like China to shift its economic muscle out of its borders, but it is important, by reducing the host country's technical dependence, to transform a multi-layered mechanism for the transfer of skills, which is established through university and vocational synergy. CPEC is a viable win-win solution.

Currently, Pakistan's Board of Investment (BOI) organized a one-day Business-to-Business conference. Sector experts from both countries were invited from the construction industries, tourism, incubator technology, mining, and minerals. The initiative is on the right path to broaden the CPEC commitment strategy. A broader legislative and administrative framework can guarantee a working environment that is within the scope of a liberal investment system. The smooth coordination between federal and provincial agencies would play an important part in speeding up the downturn in the post-devolution scenario – the 18th amendment.

A long-term commitment strategy is a basis for academia and political think tanks. China's per capita GDP has increased by more than 8% annually since 1978. After 1978 economic reforms complemented by the increase in the level of education, the major increase in per capita GDP was observed. In 1999, China developed the Revitalization Plan of 21st Century Education, which built on research and technology foundations the prospects for national development. Independent research collaborations among various working groups led by both countries' research and development institutes will lead to a real transformation in research, technology incubation, public policy, mechatronics, and organization management. A pragmatic plan to promote targeted joint research initiatives may be developed in consultation with the Ministry of Planning, Development, and Reform of Pakistan's Higher Education Commission.

CPEC Energy Projects

China and Pakistan negotiating a reduction in profit on Chinese power projects built under the China Pakistan Economic Corridor (CPEC), according to a Business Recorder Exclusive. Following the agreements signed with Independent Power Producers (IPPs) formed under the 1994 and 1996 Electricity Acts, Pakistan sees this engagement as the logical next step. According to the inquiry report published last year, this resulted in over 4 trillion rupee windfall gain, which included: applying 148 rupees to the dollar instead of the 168 rupees greed earlier; (ii) replacing current capacity payments undertake to pay with taking and pay; and (iii) upholding the decision of a three bench arbitration panel with two former supreme court judges. The third member would be chosen by them. However, a proposal by the National Accountability Bearue (NAB) to send specifics of the agreement for review has thrown a spanner in the works, causing significant angst among the deals' negotiators.

The rate of return on Liquefied Natural Gas power projects signed under the CPEC by the previous administration was recently reduced by Nepra from 17 to 12 percent. The general perception is that the previous government provided the same highly lucrative term to maintain a level playing field. Although a revisit of the agreed terms is required from the perspective of the Pakistani government and, more specifically, the Pakistan consumer, particularly given the recent escalation in tariffs. Attributed to the administration of the current government seem unable to improve governance and cease to pass on sectoral inefficiencies to consumers, as its predecessors did – from the perspective of the consumer. As a result, the situation is complicated, requiring delicate diplomatic talks between senior representatives of both governments.

The situation is made more delicate by the fact that China-Pakistan relations, which have a long and storied history, have significantly improved in recent years. Pakistan Xi's One Belt, One Road (OBOR) initiative is thriving in Pakistan, and it is by far the largest source of foreign capital inflows. Furthermore, China has quickly taken up the slack in bilateral loan withdrawals, whether by direct loans or swap agreements, in order to meet the International Monetary Fund's requirement that key bilateral partners retain their exposure during the duration of the program, including by expanding new loans aligned with program objectives.

Recent geopolitical developments, both from the perspective of China and Pakistan, have taken the two countries together diplomatically. India, which has long opposed the CPEC, has emerged as a spoiler for China and Pakistan and is attempting to separate the two neighbors by using its foreign clout, which is based on its ability to buy from the West. In this context, we are confident that China and Pakistan will remain committed to maintaining and improving their close relations, as well as seeking to resolve all outstanding issues amicably through high-level diplomatic channels.



MEDIA TALK

CHINA TRANSFERRED TECHNOLOGY, SKILLS TO PAKISTAN THROUGH CPEC: ENVOY

China has been transferring its technology, knowledge, and skills through the Lahore Orange Line Metro Train and other large schemes launched and completed under the CPEC, according to the newly elected Chinese ambassador to Pakistan, Nong Rong.

He told senior officials and train drivers during his visit to this project site: "Orange Line and other projects carried out under the China Pakistan-Economic Corridor (CPEC) have shifted our technology and knowledge to the people of Pakistan."

He further said, "We think this way will be helpful for the economic improvement of Pakistan."

This was the ambassador's first official visit to Pakistan to the first CPEC project. Norinco International's top management officials have escorted him to several project departments to inquire about his continuing experience for the drivers. He expressed his satisfaction with the implementation of the project and congratulated the whole team with the utmost dedication and commitment to their professional tasks.

Mr. Rong was pleased that the Pakistani workforce was increasingly involved and that they had technical skills and training for their professional growth.

"It's a great honor for us to work very hard on various CPEC projects with our Pakistani brothers," he said.

"We are humbled and delighted to welcome Nong Rong to Pakistan for the very first CPEC project to become operational on October 26, 2020," said Li-Chen, Deputy CEO of Norinco International.

"The project is a symbol of the long-standing friendship between Pakistan and China, which is committed to a successful future by mutual cooperation and

assistance."

"To deepen these good relations between China and Pakistan and to effectively introduce in Pakistan the latest engineering wonders that can contribute to the modernization of their socio-economic landscape, we have a key role to play," he said.

In the framework of the Belt and Road Initiative and CPEC, the project is the first major technologically advanced rail transport project. The Chinese State Railways Group Co Limited and China North Industry Co. Ltd. (CR-NORINCO) jointly undertook the project, covering a total distance of 27.1 km and 26 railways, including two underground stations at the Anarkali and GPO stations.

There is a depot at the north end of the route at Dera Gujran and another at the south end of the route in Ali Town. The single-way ticket to Rs40 is 45 minutes. The whole time. The government claims that around 245,000 passengers use the facility every day.

It is the very first publicly available CPEC transport project. Since its inauguration, approximately 10 million passengers have visited the Orange Line.

The Chinese representative, Mr. Rong, said that Pakistan and China are not only neighbors and also brothers when he talked to the \$60 million textile units on Lahore-Multan Road.

He further added, "After CPEC, Pakistan has gained historical significance as Chinese investment will create thousands of new jobs here."

He says Pakistan's foreign exchange reserves would also rise since more Chinese firms were willing to invest billions of dollars in various industries in Pakistan, reopening the export of textiles from this factory.



MEDIA TALK

THE EFFICIENT AND EMPOWERED AUTHORITY URGED FOR CPEC

Webinar experts feared that if the authorities did not effectively update the objectives of the game-changing initiative, the China-Pakistan Economic Corridor (CPEC) could become a debt trap.

The CPEC's scope and objectives, where Pakistan's government has committed trillions of dollars to pool at high rates of interest, are still unclear by institutions, experts, and the general public.

They said that a factual narrative structure is very important, whilst enemies and unwise friends spread rumors about their own interests and misrepresent the CPEC initiatives. The backbone of the CPEC agricultural and industrial phase, which should be managed by the relevant and expert human resources, should be the single-window operation.

The webinar has been organized by the Development Communications Network (Devcom-Pakistan). The panel of experts includes the NDU advisers as well as retired ambassador Gen Raza Mohammad, who holds a PhD degree in CPEC, former project manager CPEC with Pakistan's Planning Commission, and is currently Chief Executive Officer of KP Investment, Dr. Shahid Rasheed, Director of the NASCOM Director-General of CPEC Center of Excellence (PIDE), CPEC Study Center SDPI Shakeel Ramay, Dr. Zahoor Bazai (Quetta) Development Experts, Dr. Khushboo Ejaz (Lahore) and Munir Ahmed, Executive Director, Devcom-Pakistan.

The CPEC was a ray of hope for Pakistan's economic prosperity.

"If we are to achieve the goals and benefit economically, we must make the CPEC projects more transparent and efficient. A rational narrative is essential to eliminate ambiguity

and rumors through counter-offensive campaigns from parliamentarians and the media."

In spite of an 18 months delay as a result of political disruption, Hassan Daud Butt reported that 22 projects have been completed.

"In order to improve efficiency, the federal government must reactivate CPEC monthly meetings and the regular meetings of the seven joint working groups. The CPEC is a game-changer, but if it is not taken seriously and worked hard to achieve the project's objectives on time, it could be a debt trap. The CPEC will have more powers and authority to fight bottlenecks and challenges," he said.

Dr. Shahid Rasheed said that CPEC improved Pakistan's GDP from 3.3 pc in 2013 by 5.7 percent in 2018.

"In recent years, the performance of CPEC has been affected by the Covid-19 and political instability. But a renaissance of the CPEC would benefit the nation far better. Parliamentarians on both sides are working in harmony with an integrated CPEC authority that is much needed to strengthen agriculture and industrialization in its new phase around CPEC," he said.

Shakeel Ramay said Pakistan had to understand that the initiative was signed by one of the 139 countries and the investors would go to other parts of the BRI if it was tranquil.

"Speed of work is important for international development projects, but because of very casual behavior, we have fallen behind the schedule for development. Unfortunately, CPEC's economic benefits cannot be projected by the government. There's no check on rumors in the air. We must have an authorized CPEC," he said.

Munir Ahmed said the importance of CPEC initiatives would only be understood by strategic partners, while politicians had no idea of the strategic and socioeconomic culmination of the project.

"Many projected it like a debt trap. Any investment and loan can become debt if it is not used effectively. We need to develop the CPEC narrative in line with its goals and objectives beyond the political scoring and interests of individuals and groups of interests," he said.

Dr. Zahoor Bazai stressed the importance of prioritizing local involvement in projects and ensuring the integrity of the environment by means of appropriate environmental impact assessments (EIAs).



PAKISTAN OFFERS IRAQ HELP IN DEVELOPING INFRASTRUCTURE

President Dr. Arif Alvi said that by providing technical assistance and human resources, Pakistan could assist Iraq in developing its infrastructure.

In a visiting Iraqi Defense Delegation headed by Iraqi Defense Minister Juma Enad Saadoon in Aiwan e-Sadr, the president made the proposal.

Mr. Alvi said Pakistan attaches importance to mutually beneficial relations with Iraq and wishes to strengthen bilateral trade, economic, and defense relations. He said Pakistan supports Iraq's sovereignty, political unity, and territorial integrity.

In Pakistan's defense training institutes, the president offered training courses for Iraqi military personnel. He stressed that both countries must be mutually supportive on international forums.

His country wants to improve its economic and political relations with Pakistan, Juma Enad Saadoon said. He was aware of the potential of Pakistan's defense industry and hoped to strengthen bilateral cooperation between the two brotherly countries with his visit. He thanked the Pakistani Government for welcoming him and his delegation with warm hospitality.

Meanwhile, Iraq's Defense Minister Juma Enad Sadoon praised Pakistan's military forces' professionalism and applauded their terrorist sacrifice. On an official visit to Pakistan, the Iraqi Defense Minister, Chairman of the Joint Staff Committee (CJCSC), General Nadeem Raza, told a statement from the Inter-Services Public Relations Office at the Joint Staff Headquarter (ISPR).

The two countries discussed issues of bilateral professional concern and enhanced safety and defense cooperation. The prevailing international and regional security environment has been discussed by both parties.





MEDIA REPORT

SWAT MOTORWAY TUNNELS BY “FWO” SET A NEW TREND IN PAKISTAN

P rime Minister Imran Khan opened the plaque for the opening of these new Swat Motorway tunnels and inspected these three newly completed Frontier Works Organization tunnels (FWO). The Prime Minister has been accompanied by Federal Communications Minister Murad Saeed. Murad's Swat's MNA.

The first minister, Chief Minister, Khyber Pakhtunkhwa Mahmood Khan, and Director General, FWO received the first minister on his arrival to Zulam Kot in Malakand.

The 80 km long Swat Expressway had 7 interchanges and the 3 tunnels length 1,266, 271, and 324 meters, respectively. Briefing the Prime Minister, DG FWO said. FWO also built the 140-meter long Rockfall Shelter on its own side on one of the passenger safety wagons.

In order to control various characteristics, including air-ventilation, fire-fighting systems, CCTV monitoring systems, lighting systems, communications, and alarm systems, FWO also has installed a system for supervisory control and database acquisition (SCADA) in these tunnels. Subsequently, the Prime Minister also visited the newly completed Expressway Tunnel section. DG FWO has submitted to the Prime Minister a 3D model of the Swat Expressway tunnels section.

Pakistan's first provincial motorways were successfully built from their own resources by the Khyber Pukhtunkhwa Government.

FWO is the brainchild of the Pakistan Army Corps of Engineers which was created in 1966 in order to deal with the huge task of constructing the Karakoram Highway (KKH). FWO has since built and implemented a wide range of development projects across the country, including the Makran Coastal Highway, the M8 highway, the Sialkot Autobahn, and the Kartarpur Corridor. This is why, due to its unmatched experience in similar projects, FWO was the main contractor for Swat Expressway. FWO-built Swat Expressway has reduced travel time for travelers, in particular tourists and traders. The entire Malakand Division is also served by Swat, Dir Lower, Dir Upper, Chitral Upper, Bajaur, Buner, and Shangla.

The project that started in May 2017 is now a gateway to places such as Swat, Malam Jamba, Chitral Valley, and Kumrat. The CCEC City of Noveshera and Rashakai SEZ are complementary to future mega-project projects in its area.

Swat Expressway's Phase I is 80 kilometres long, originating in Swabi District's Kernal Sher Khan Interchange along with Peshawar Islamabad and ending in Dir

Lower National Highway N-45 at Chakdara Bridge. On 25 August 2016, former KP Chief Secretary Pervaiz Khattak carried out its breakthrough.

The Swat Expressway is a 4-lane (2x2) controlled access facility, which offers extensible 6-lane conversion to meet future transport requirements. The project consists of seven interchange points, three twin tubes, and 26 bridges, according to the road map of the Expressway.

More than 400 workers were able to generate jobs in the project. It also offers direct access to the Swat and Dir valleys fruit markets throughout the country. The total cost of the project was Rs 36.2 billion.

A new 10,000 Kanals land acquisition for the Swat Expressway Phase II, which was built between the Chakdara and Fatehpur of Madayn and is estimated to cost Rs 37 billion (except for Rs 20 billion), was approved recently by the Executive Committee of the National Economic Council (ECNEC).

The completion of the Swat Expressway Phase-I provided the Malakand Division with opportunities for commerce, business, and tourism. It will take almost two hours to distance Peshawar from Swat. This was usually four hours earlier due to the narrow Malakand Pass.

In tunnel engineering, FWO is emerging as a trend driver in Pakistan

Countries throughout the world are constructing tunnels and underground areas for numerous purposes – whether for smooth road and rail traffic regulation, evacuation and disposal, or inaccessible areas in mountainous areas – for stormwater and sewage. They have the added benefit of continuing to work below the ground while living on the surface continues as usual with no environmental impact.

In recent decades there has been considerable progress in worldwide the design and construction of underground spaces, but it is an irony that such technology in our country has not been widely utilized. In particular, Pakistan could undertake massive use of tunnels to enhance and improve its GB, AJK, and KP roads, and to easily reduce urban floods in Karachi and Lahore.

FWO has built numerous tunnels in several places, a trendsetter in the country's tunnel engineering. It has highly qualified experts and technical staff in all areas of Pakistan. The Tunneling Institute of Pakistan has also begun to be built, in which the Organization is intended to formally encourage, motivate and use tunnel technology in Pakistan.

The government must consider the many opportunities associated with the construction of tunnels to provide better services to the population and stimulate economic growth in mountainous regions in the country.

THE PAKISTAN-UAE STRATEGIC PARTNERSHIP WILL CONTINUE

Pakistan greatly appreciates its relations with the United Arab Emirates and back-to-back leadership in recent years, according to its high diplomat. The visit to the UAE by the Pakistani Foreign Minister in December 2020 was an extension of the high-level contacts, said the Ambassador of Pakistan to the United Arab Emirates, Afzaal Mahmood.

"In the mutual interest of our two nations, a long-term strategic partnership will continue to grow. In my opinion, by focusing on business, investment, and human contacts, I would strive to foster and brotherly relationships that are diverse," Mahmood said that recently in Abu Dhabi he took on his duties.

Mahmood has a degree in Economics, a senior diplomat who was previously Pakistan's ambassador in Bahrain. In addition to Urdu, English, and Punjabi, he speaks Turkish and Indonesian.

The Ambassador pointed out that the two countries will strengthen these relations in the next few years in light of strong bilateral relations with the UAE.

"Pakistan highly values its relations with the UAE based on a variety of fields, including politics and economic, cultural and defense mutual trust and cooperation. Recent visits to leadership levels have given our bilateral links a boost and paved the way for closer interaction and cooperation in recent years," said the Ambassador.

Mahmood said Pakistan and the UAE have a long history of cooperation, including defense, in various areas. "The possibility of collaboration in space technology can always be considered and explored," he said.

He said that, regardless of regional and international developments, Pakistan-UAE bilateral links remain strong.

"They frequently consult each other and cooperate on matters of mutual interest, both bilaterally and in regional and international fora. Pakistan recently attended an enormous International Defense Exhibition (Idex) and Maritime Defense and Security Exhibition in Abu Dhabi," the ambassador said. He said that it was a regular process and it will continue in future as well

when he answered his question about exchanges of high level delegation.

"In the recent past we have had leadership visits and we will keep working to enhance high levels and contacts between people," he said.

Bilateral trade has considerable potential for growth, Mahmood said, both countries will explore more chances of expanding their trade relations.

"Trade has steadily grown to \$7.5 billion between Pakistan and the USA in recent years. I, therefore, see a great deal of growth potential in our bilateral trade in the days ahead, as our two economies complement one another. The greater potential for enhanced trade between Pakistan and the UAE is for food, textiles, building materials, car parts, leather and surgical products," said the Ambassador.

The areas of interest for a joint venture between the two countries are the sectors which that develop bilateral trade links and which include agriculture and food processing; textile, the modes, the art, and culture; telecommunications, banking, IT, tourism, higher education, medicine, pharmaceutical, oil and gas, and the petrochemical sectors.

"In the last session of the Joint Ministerial Commission, the whole range of our bilateral relations was reviewed. The next session in Abu Dhabi, as the final session in Islamabad was held, is now ready for both sides. The Covid-19 situation is waiting for us to ease," he said.

He said Pakistan is ready to make use of all platforms, in response to a question about the free trade agreement with the UAE and GCC, in order to reinforce trade and investment cooperation with the UAE.

Pakistan has been highly appreciated by the Ambassador, who always brings the people of Pakistan pride.

Pakistanis in the Gulf Region have contributed greatly to our country's economic development, he said. "The relocation from non-resident Pakistani has been on the increase over recent months.





PAKISTAN TO DEVELOP BY IMPROVING EDUCATION, HEALTH SECTORS: ALVI

President Arif Alvi said that a quantum leap must be made in the country towards including women, minorities, and persons of different capabilities.

Alvi announced at a ceremony that if Pakistan could improve its education and healthcare sectors then it would only be a generation from becoming a developed country, he revealed the name of Salim Habib University, formerly called the Barrett Hodgson University.

He emphasized that since Japan and Germany had talented and educated people in their societies they could recover from losses in no time. He stressed how important it was to strengthen human capital. He added that Pakistan needed a structure to invest its human capital.

In reference to the tidings of the pandemic of Covid19, Alvi attributed that "to Prime Minister Imran Khan's political decision, which was the world's only leader in deciding against full lockouts, in light of the economic conditions that would have caused the nation's people to suffer and starve."

As for inclusiveness, the president said, "We have imagined New Pakistan based on compassion, as in Ryasat-e-Madina, so that everybody can benefit from all kinds of exploitation and equal rights." He said that inclusive societies are more likely than conservatives to grow, but that the changes will not occur overnight. He said, before it became a progressive society, Europe had to go through centuries of darkness.

The President said the country did not lack talent, but opportunities that

provided educated and talented people with better jobs. However, technology had largely solved this problem by making the world a global village.

He commended the management of the University of Salim Habib for making quality education accessible and affordable for all. He said Pakistan produced the world's leading examples of selfless work, such as Salim Habib and Abdul Rasszak Tabba.

Earlier in her speech at the University Chancellor and CEO of the Salim Habib Education Foundation, Dr. Iram Afaq, said that she strongly believes it should empower the country to succeed by addressing the learning gaps in society in its education system.

Afaq lauded Dr. Salim Habib's work and stated that "there are many challenges to which the university is built, but our mission was hard to push and persist. [We have also established an institution based on integrity and transparency values."

Ali Naqvi, an architect, and governing board member told that they were gathered to pay tribute to Salim Habib who gave his lifelong earnings as a pupil. He said the university has a state-of-the-art university and a highly qualified faculty to provide students here in the country with internationally recognized education. Former Shahid Afridi, the Pakistan cricket team, was appointed brand ambassador of the University. The event was attended by prominent figures such as Firdous Shamim Naqvi and other former opposition leaders in Sindh Assembly.

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