

GlobBiz MAG

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Eastbay Expressway Gwadar expected to be fulfilled in October. Gen. Bajwa

Blast from the past: In Pakistan's Gwadar, every Eid brings nostalgia for Arab cannons

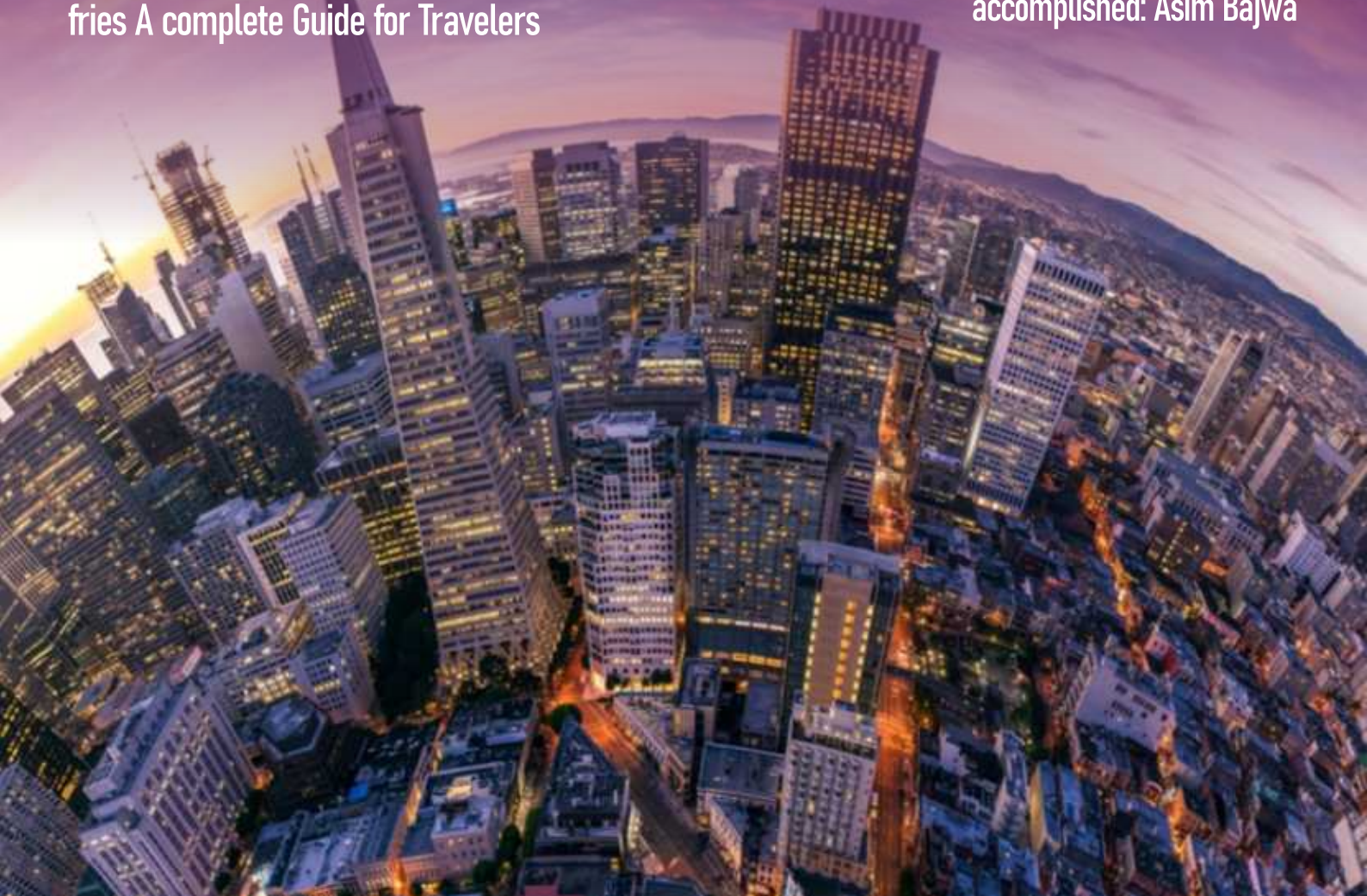
Gwadar. A tourist destination with no French fries A complete Guide for Travelers

News Study: CPEC smooths Pakistan's quest of becoming county transshipment's heart

China to liftoff Pakistan as model country for Health Silk Road

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CONTACT US

Landline: +92-42 111-41-42-43

UAN: +92-348-111-41-42

Mobile: +92 321/341/334-4444067

Email: globbizmag@globbizavenue.com



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FEATURE

MR. BASIT MAHMOOD, PROJECT DIRECTOR GLOBBIZ AVENUE GWADAR APPOINTED AS CHAIRMAN STANDING COMMITTEE AT GCCI FOR BUILDERS AND DEVELOPERS IN GWADAR



Mr. Basit Mahmood, Project Director GlobBiz Avenue Gwadar and Secretary-General GBDA (Gwadar Builders & Developers Association) has been appointed as Chairman Standing Committee (Gwadar Chamber of Commerce and Industry) GCCI for Builders and Developers Gwadar dated April 9th, 2021. With this appointment, Mr. Basit will represent all the Builders & and Developers in Gwadar and he will be fully authorized to designate professional and experience persons throughout Gwadar as members of committee in the relevant field/sector. Also, for the prosperity of the committee Mr. Basit will be in close coordination with the Secretariat of GCCI.

MEDIA REPORT

NINE OUT OF 22 ENERGY PROJECTS HAVE BEEN FINALIZED UNDER CPEC



The China Pakistan Economic Corridor has been receiving energy with every fleeting day of Pak-China relationship, due to which the project is estimated to linger on with more power in forthcoming. With the continuing consecutively of CPEC project, Pakistan is predicting huge economic movement during in near prospect. A substantial consequence of a novel Belt and Road Initiative (BRI) of the Chinese government, Pakistan becomes the vibrant player in the regional economic activity.

Discussing the 70th celebrations of Pakistan-China diplomatic kindred, an official in CPEC Authority inviting not to be named, and completely told APP news agency that the mega project would further strengthen the relations between China-Pak. Their deliberate relationship, which was being reinforced with every passing day, was crucial for both on local as well as international fronts, the official said.

This project would not only make billions of dollars

revenue through employment but also produce thousands of jobs for the local people along with infrastructure development, power generation and developments in transportation, railways, agriculture, science and technology and tourism sectors. One essential outcome of the hallway is the construction of Special Economic Zones under construction crosswise the country through Pak-China joint venture. Keeping in mind the importance of the project, number of other countries had also been showing interest off and on, to invest in the project.

The economic activity in the country is getting speed after the commencement of 2nd phase of China Pakistan Economic Corridor (CPEC) that largely consists of industrial cooperation. However, the Special Economic Zones (SEZs) planned under the umbrella of China Pakistan Economic Corridor (CPEC) are basically meant to relocate Chinese industry and investment but both the countries have

already offered the third party involvement in the mega project. He said in the next phase, four important sectors, including industry, agriculture, socio-economic development and Gwadar New City would progress at faster speed.

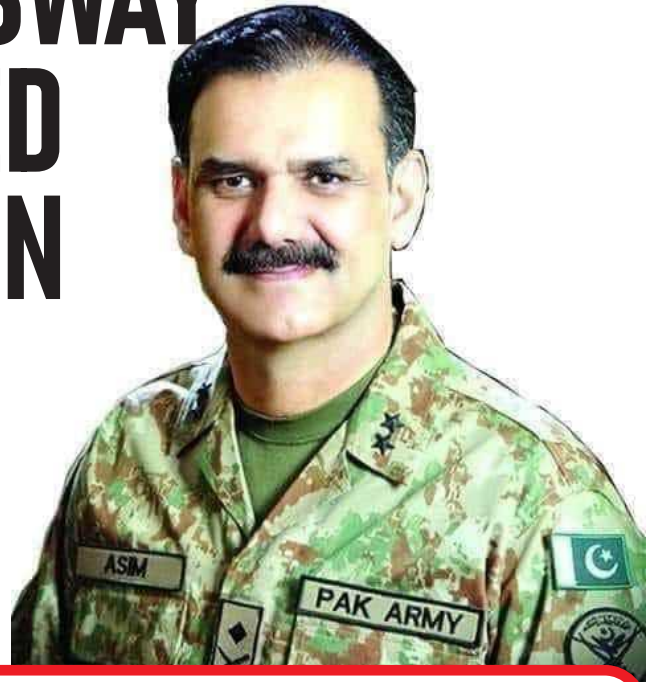
The official said 9 out of 22 energy projects had been concluded, while 5 big electricity projects in Thar, Kohala, Azad Pattan and others were in the pipeline. After completion of all the projects, Pakistan would not only become self-sufficient in the energy with addition of 17,000 MW electricity to the national grid, but would also be able to export it to the world.

The official labelled that under the CPEC, some 1,100 kilometer roads had been constructed while 850 kilometres were in construction. On the Western route, he said Hakla-Dera Ismail Khan Motorway was in the concluding steps of work. Its total length was 285 kms, which had been divided in five packages. The first 55 kms package would be finished on top priority basis.

EASTBAY EXPRESSWAY GWADAR EXPECTED TO BE FULFILLED IN OCTOBER:

MEDIA REPORT

Gen. Bajwa



Chairman China-Pakistan Economic Corridor (CPEC) Authority General Bajwa has told that the work on the Eastbay Expressway, Gwadar project is about to be completed by October this year. In a tweet, he said that the 14.5 kilometers offshore expressway has already been finished while the remaining 4.5 KM onshore road is under development and 92 percent of work has been completed.

Chairman CPEC Authority said that the Expressway will combine the port with the second phase of the Free Trade Zone which is expected to escort the business climate of the zone and the port.



BLAST FROM THE PAST: IN PAKISTAN'S GWADAR, EVERY EID BRINGS NOSTALGIA FOR ARAB CANNONS

MEDIA REPORT



Gwadar, in the past, a small fishing town and now a port city committed to the multi-billion-dollar CPEC, remained part of Oman from 1783 to 1958. Millions of locals has dual Pakistani and Omani nationality and continue to live and work between the two.

Every occasion of Eid ul Fitr in Pakistan, with the news of moon-sighting, one southern fishing town still feels nostalgia for the old Arab cannons going off to announce the holy festival. The city of Gwadar, a natural hammerhead-shaped headland, was relinquished by the Sultanate of Oman in 1958 when Pakistan purchased it for Rs 5.5 billion (\$36 million). The city is central to the multi-billion-dollar China Pakistan Economic Corridor and is situated on a tapered and sandy 12-kilometer-long strip that links the Pakistani coast to rocky outcroppings in the Arabian Sea. Before Pakistan took the reign of the fishing town, rituals in the area were a mix of local

and Arab traditions.

"As children, we would stand at a distance and watch the scene," Hasan Ali Sohail, an author and local historian, told a famous Arab News. First, nitrous would be placed inside the cannon and then sacks pressed inside to strengthen it. "All those sacks would fly skyward, and when they would fall down, we would run, pick them up and head home, shouting," "This was an expression of happiness in those days. The scene is still fresh in my mind despite the passage of over seven decades."

A cannon would be placed right in front of the residence of the Wali-e-Gwadar (administrator of the city), and when the moon of Ramadan or Eid would be sighted, the people would be informed through the firing.

"When the Arab soldier would get news of the moon-sighting, a rod on fire would be inserted inside the cannon, and when the iron branding reached the

sacks, he would run back and stand at a distance," he said.

Despite the time that has passed, not all the old rituals have faded; some links with the former state have stayed strong.

"We still break our fasts like Arabs," Akbar told Arab News.

Unlike the rest of the country, the people of Gwadar consume a substantial quantity of dates and lassi (a yogurt-based drink) during Ramadan and have their dinner after taraweeh prayers. Sukoun, an Arabian dish, is also made and shared by the people of the town.

Noor Mohsin, a local journalist, told Arab News that thousands of Gwadar locals possess dual Pakistani and Omani nationality and live and work between the two countries.

GWADAR: A TOURIST DESTINATION WITH NO FRENCH FRIES A COMPLETE GUIDE FOR TRAVELERS



The managing director of the budget-friendly Gwadar Tourist Hotel said “We are completely filled for Eid,” The pandemic may have drank the life out of Karachiites' entertainment, but it delivered a booming for Gwadar's tourism where the city residents are grouping to escape the confines of their homes.

Approximating the weekly ability of the motel strip through the charming marine drive to be around 2,000, it is estimated that Gwadar welcomes around 20,000-25,000 visitors a month during the chief season when all places to stay are considered. The wealthy may choose for Pearl Continental Gwadar that has observed a 200 per cent growth in the number of guests in the last four to five months, as per its finance manager.

Other than the lockdown, the pictures of the Gwadar Stadium by the International Cricket Council have also tapped up attention and made it a common tourist spot, right up there with the Princess of Hope and the Sphinx.

BUDGET-FRIENDLY

A family of four travelling by car from Karachi to Gwadar for a four-day, three-night vacation could securely cover their expenditures in about Rs50,000-55,000. This includes two-way fuel expenses of around Rs14,000-16,000. Excluding for a PSO pump in Gwadar, all the fuel locations along the way trade Iranian oil. Last month, the charge of Iranian fuel was Rs100 per litre related to the official

price of Rs110 though rates swing daily. The drive itself is attractive with rocky territories and a seascape of the blue-green sea that carries peace for eyes weary with the contaminated town setting.

The middle-income individuals can bargain family-friendly hotels for around Rs6,000 per night. Though restaurants are rare in Gwadar, the food offered at hotels is satisfying. But families with kids be

cautioned, French fries are a fragility not easily found. Whereas Karachiites may make up the majority of Gwadar tourists, there is also a portion of interest from Punjab. However Punjab has relaxed entree to the attractiveness of the mountains, it absences the beaches, building the Makran coast an eye-catching journey's end.

WASTED POTENTIAL

Speaks the chai wala at Sunset Park, nearby PC Gwadar "There are not plentiful visitors for me to buy milk for tea," A green park with slips and swings for youngsters overseeing a cliff with roaring waves, it is a model plug for families but equally forsaken. Also, the marine drive in visible of the tourist band is gorgeous and well-lit at night but lightly settled.

Considered one of the finest places in the world for hot air ballooning, the exclusive developments of Cappadocia, Turkey, attracted 3.7 million visitors in

2019, bestowing to media reports. Whereas Pakistan is equally consecrated with rock formations courting back hundreds of ages that would make for an extremely stunning spot for hot air balloon supporters and other explorers, its visitors hardly number in thousands. One cannot wailing enough the deficiency of groundwork. The essentials of any long drive such as dependable petrol stations, rest stops with bathrooms and the internet are all missing. Only Iranian petrol is accessible, many a time decanted in with a can covered with a cloth as a strain.

If nomads like to sing sideways to music while driving, they need to download songs as the internet is nearly non-existent from Karachi headlong. Washrooms in precise are a encounter. The main road from Karachi to Gwadar is lovely but the road is contracted with a single lane for two-way transportation. It needs a lot of attention to dodge high-speed inbound traffic from the opposed direction, particularly at evening when there are no lights.



SPECIAL REPORT

NEWS STUDY: CPEC SMOOTHS PAKISTAN'S QUEST OF BECOMING COUNTRY TRANSSHIPMENT'S HEART

Pakistan's Ministry of Commerce believed that it is motivated to make Pakistan a hub of transshipment by drumming the possible of the geographical site of the country and its competence to aid cargo influence to the outside world over its docks.

Authorities believed that the enormous transport structure of the China-Pakistan Economic Corridor (CPEC) and its Gwadar port will show a key role in the country's quest of its goal specifically at the period of ongoing improving trade links with noncoastal Afghanistan and the Central Asian states.

Previously this month, the first-ever cargo vessel from Pakistan's southern Karachi port got Uzbekistan under the Transports Internationaux Routiers (TIR), or the International Road Transport, by itinerant on the "gigantic roads made under the structure of CPEC, and in the future the traffic is expected to increase sharply," sources from the commerce ministry told Xinhua.

Another container from Uzbekistan is expected to reach Pakistan's industrial city of Faisalabad quickly by following the similar land route.

Counselor to Pakistani Prime Minister for Commerce and Investment Abdul Razak Dawood regarded CPEC as a good prospect not only for Pakistan but too for Afghanistan and Central Asian countries for their economic evolution. "In the forthcoming, opportunities are approaching to Pakistan under CPEC, and with harmony in Afghanistan we must give a new course to CPEC as a policy to boost connectivity with Afghanistan and Central Asia.

The dream is to brand the whole Central Asian countries, Afghanistan and Pakistan an united unit in relations of trade, "and CPEC will play an imperative role for that drive." Calling Pakistan's trade inventiveness with Uzbekistan under the TIR a new start, Dawood said that He said the Gwadar port which has already been used for Afghan transportation trade, has a vital part in creating Pakistan a core of transshipment as it will be the shortest way to the noncoastal countries to approach the outside world.

"Pakistan and China have made giant stashes in Gwadar and the time to knock the full prospective of Gwadar is impending because peace in Afghanistan and Pakistan's improving relations with the Central Asian countries under the TIR will benefit us make the finest use of Gwadar. Launched in 2013, CPEC is a passageway connecting the Gwadar port in southwestern Pakistan with

Kashgar in northwest China's Xinjiang Uyghur Independent Region, which highpoints energy, transport and industrial collaboration.

To one side from the government's energies to provide convenience to the Central Asian countries and Afghanistan to the Pakistani ports, Pakistani private dealers also show a great interest in Central Asia to import underdone materials and merchandises from there at a lower cost as equated to other international marketplaces.

Chief Coordinator of the Pakistan Readymade Apparels Producers and Exporters Association, Ijaz Khokhar, told Xinhua that they are seeing to import cotton bundles from the Central Asian countries, which are accessible at a low-priced. He said Pakistan's textile industry is thriving and there is severe scarcity of raw material because cotton manufacture in the country has reduced and the Central Asian countries are ironic in cotton which can be used in Pakistan once the trade dealings with them increase.

Khokhar said, "We badly want a quiet route to Central Asia and after there is peacetime in Afghanistan, we are restraining hope on the connectivity improved by CPEC to help us bargain new markets. Because currently our key export markets are the European Union (EU) where Pakistan is directing its products under the Generalized Scheme of Preferences Plus (GSP+) rank, but we must find more fairs for our products,"

He said Pakistan's present exports to EU countries are over 6 billion U.S. dollars yearly and the textile zone subsidizes to a large part of it. Last month, the European Parliament implemented a perseverance to analysis the GSP+ status of Pakistan, rising concerns among the Pakistani exporters.

"If they eliminate the GSP+ status, we will withstand great wounded revenue. In this condition, we are looking onward to improved trade associations with Central Asia," Khokhar alleged.

"The greatest thing about CPEC with the Central Asian countries is the land means, which at this time suits us the greatest because the charges of sea consignment in Pakistan has augmented and if the GSP+ status is not protected, we will be conveying it to the Central Asian countries on a far inexpensive price via CPEC infrastructure, and in the forthcoming we will seek out new markets from the Gwadar port forwards.



MEDIA REPORT

CHINA TO LIFTOFF PAKISTAN AS MODEL COUNTRY FOR HEALTH SILK ROAD

China will devote in human development infrastructure in CPEC by initiation of Pakistan as a model country for the Health Silk Road (HSR), speaks Pakistan's Economic Haroon Sharif.

He evoked in May 24, 2020, Wang Yi, China's Foreign Minister said China will slog with other countries sideways the Belt and Road to energetically encourage collaboration on the Health Silk Road (HSR) as after the pandemic, the requirement for assistance in the arena of public health will surge knowingly. China's obligation to BRI projects continued unaffected.



MEDIA TALK

88% WORK ON FIRST CPEC HYDROPOWER PROJECT ACCOMPLISHED: ASIM BAJWA

[CPEC](#) Authority Chairman Lt Gen (retd) Asim Saleem Bajwa on Wednesday told that the 88 per cent exertion on 720-megawatt Karot Hydropower Project — CPEC's first hydropower project — has been accomplished.

He said that the investment in the project to \$1,780 million whereas 5,000 native people were straight up engaged in the construction. The development was previous expected to be completed in 2021 and will create 3.2 billion units of low-priced, clean electricity for [Pakistan](#).

In September 2018, the plant completed a river finish and arrived into the wide-ranging construction stage. It objects to yearly meet the electricity needs of about 2 million native houses and bring about \$20 million in taxation.

The China Three Gorges South Asia Investment Ltd (CSAIL) is the principal guarantor in the three hydropower projects in [Pakistan](#) specifically 1,124MW Kohala Hydropower Project, 720MW Karot Hydropower Project and 640MW Mahl Hydropower Project.



FOUR CPEC SEZS TO **GENERATE 1.47 MILLION JOBS,** INCREASE INDUSTRIALIST DEVELOPMENT



The four Special Economic Zones (SEZs), grind on which is ongoing at full smack, would generate as many as 1.47 million jobs further playing a vital character in sponsoring native industry to lead the country to maintainable economic growth.

“The four SEZs including Rashakai M-1 Nowshera; Dhabeji Thatta; Allama Iqbal Industrial City Faisalabad and Bostan Balochistan would fashion around 475,000 direct and 1,000,000 secondary jobs all through the country.

Speaking to APP, the authorized said these SEZ, which are share of China Pakistan Economic Corridor (CPEC) would indorse general industrial development in the country, adding that progress of these four zones was top urgency of the government. He was of the opinion that Pak-China industrial assistance would make Pakistan a industrial hub in the county while the formation of industrial zones would generate huge investment chances for native industrialists. The 1000 acre Rashkai Economic Zone has involved at more than 2,000 national and imported investments in different subdivisions of economy, hereafter indorse fast industrialization.

He said that the zone would be industrialized in three stages and as per the strategy 247 acres of land would be advanced in the first stage, 355 acres in the second stage and 399 acres in the third stage. Similarly, the federal government would deliver 210 MW electricity to the region in three stages while it had also reserved Rs 1203 million for gas for this region.

CPEC: CONSIDERING THE BEHEMOTH — TRUTHS AND MYTHOS

A portion has been said about the One-Belt One-Road initiative (OBOR), or as the Chinese request it the Belt and Road Initiative (BRI). It fascinates unwanted devotion, as no giant in human past has been able to assume a project so huge, that it shelters most landmasses and two-thirds of the world, is wide-ranging of all major areas of contemporary economy, and is undertaken by a non-white, non-European control — the Peoples' Republic of China (PRC).

With BRI, an determined mark overseas policy initiative by President Xi Jinping proclaimed in 2013, China supposes local and global connectivity with and amongst some 126 countries and 29 international administrations, through a system of roads, main road, railways, channels, power plants, networks, fiber-optic and social welfare and poverty-alleviation projects.

The overall investment is a staggering over \$1.3 trillion to establish six international corridors. The Initiative would eventually shelter over 65 countries, 60% of the world-population and 40% of the global GDP. The trade capacity amongst China and the contributing countries is already over \$6 trillion, with the possible of adding \$117 billion this year. Infrastructure development is probable to decrease the global trade expenses and conveyance time by a normal of 2.2% and 2.5%, correspondingly.

After completely operationalized, BRI would deliver a feasible alternate to the current grasping economic scheme. Consequently, BRI particularly the China-Pakistan Economic Corridor (CPEC) — as its trial database — is exposed to penetrating disapproval by the United States/West. This sequence of trainings would impassively considers the varied features of the CPEC.

As per authorized meaning, CPEC is a “development alliance and a growth sash” featuring a inclusive transportation passage and industrial collaboration. China-Pakistan is the ‘development axes, containing chief collective schemes of infrastructure assembly, industrial expansion, economic and trade assistance, social elevate and socio-economic enlargement including people-to-people relations and ethnic communications.

CPEC officially covers the Xinjiang Uygur Autonomous Region in western China, and the whole territory of Pakistan in a format comprising a ‘core zone’ and ‘radiation zone’. The corridor passes through key node cities including Kashghar (Kashi in Chinese), Atushi, Tumshuq, Shule, Shufu, Akto, Tashkurgan Tajik in China; and Gilgit, Peshawar, DI Khan, Islamabad, Lahore, Multan, Quetta, Sukkur, Hyderabad, Karachi and Gwadar in Pakistan. Development of western China is pursuant to China's longstanding policy, “Go West”, aimed at

removing developmental disparities between coastal China in the east, and the under-developed mountainous China in the west.

Both China and Pakistan have agreed to the “1+4 cooperation mode” for CPEC with the corridor as the core, and Gwadar, energy, transport infrastructure and industrial cooperation as its four priorities. CPEC follows the ‘National Plans’ of both countries as per their respective Vision 2025. For China, CPEC is a POC (proof of concept) for BRI.

In its spatial layout, CPEC further devolves into “one belt, three axes and several passages”. The “one belt” contains the core zone composed of Kashgar, Tumshuq city, and Atushi city and Akto county in Kizilsu Kirghiz autonomous prefecture of Xinjiang, China and Islamabad, parts of Punjab, Sindh, K-P, Balochistan, AJK and Gilgit-Baltistan (G-B). Its “three axes” horizontally run connecting Lahore and Peshawar, Sukkur and Quetta, and Karachi and Gwadar. The “several passages” refer to railways and highways connecting Islamabad to Karachi and Gwadar.

The five ‘key functional zones’ of CPEC, from north to south include the Xinjiang foreign economic zone; the northern border trade logistics and business corridor and ecological reserve; the eastern and central plain economic zone; the western logistics corridor and business zone; and the southern coastal logistics business zone.

CPEC is intended to greatly speed up “industrialisation and urbanization”, making Pakistan globally competitive and domestically prosperous. LTP matches up locational advantage of Pakistan with China's economic and industrial potential.

LTP identifies some impediments to CPEC such as; global power adjustment to a rising China; weak industrial base/economy of southern Xinjiang; hard geography of Sino-Pakistan border areas (escalating costs); and demographic and economic disparities in Pakistan. The Indus River valley, though relatively developed, has “high population density and limited resource-carrying capacity”; whereas, western Pakistan is poorly developed and has harsh natural conditions. The corona pandemic is also another unforeseen impediment.

China's vision, as alluded to, is to “further advance its western development strategy”. And to promote economic and social development, accelerating BRI construction, utilising China's advantages in capital, technology, production capacity and engineering operations. China aims at the formation of a “new open economic system”.



From Pakistan's standpoint, CPEC is to fully "harness the demographic and natural endowment of the country", enhancing its industrial capacity through new industrial clusters in order to balance the "regional socio-economic development, enhancing people's wellbeing, and promote domestic peace and stability".

CPEC also has a global/local image, involving the creation of a new "international logistics net and industrial strategy, grounded on main transportation infrastructure". It objects at stimulating the "rank of South Asian and Central Asian countries" through financial incorporation, craft growth, technical/economic collaboration and people-to-people connections. This image salutes presence of all left out republics alike India in the CPEC.

In its early preparation, CPEC's avowed timeline runs until 2030 with phasing of schemes in short, medium and long-term with possibility for advanced changes. In the short-term (2014-2020), CPEC was meant at reserve organization, removing key snarls to Pakistan's economic (not recognized in the MoU), communal development and increasing economic development in both republics.

In the mid-term (upto 2025), CPEC imagines conclusion of main construction and related industrial schemes, optimum operation of expected economic purposes (improving peoples' livelihood along CPEC) and eliminating economic/developmental differences provincially, as per Dream 2025. In the long-term (upto 2030), CPEC's goalmouth is for South Asia mounting into an international financial zone with global effect, consuming CPEC efficiently combined for financial development in South/Central Asia.

Likewise, short-term (upto 2022), projects comprise mostly groundwork (roads), Gwadar expansion, fiber-optic system, hydel, coal-mining and power schemes. However, medium-term (upto 2025) comprise railways and the creation of industrial regions. The long-term schemes (upto 2030) include accomplishment of industrial zones, agriculture and visiting the attractions.

If one looks at the overhead decided phasing, it is encouraging to know that simultaneous projects assumed are usually ahead of timelines and phasing, notwithstanding the corona-induced difficulties.



RS83BN VENTURES RECOGNIZED TO UPDATE AGRICULTURE DIVISION UNDER CPEC

FEATURE

As several as 18 projects cost around Rs83 billion have been documented in agriculture sector under the multi-billion-dollar China-Pakistan Economic Corridor (CPEC) Project, with a purpose to achievement its true possible and update it for the maintainable economic development.

Senior Joint Secretary and Spokesman of the Ministry of National Food Security and Research Javed Hammayun said "Agriculture growth is the chief constituent of the second-phase of CPEC and both China and Pakistan are strongminded to feat this sector for joint advantage." Around twelve short, average and long-term projects recognized by the China-Pakistan Joint Occupied Groups (JWG) are connected to Cattle Wing, six projects are connected to investigation and development to be performed b Pakistan Agricultural Research Council whereas one project has been recognized for the founding of Aquaculture Park in Coastline Parts of Pakistan.

Ministry of Planning and Development also signed a Memorandum with its Chinese matching part to transport the two Combined Working Collections (JWGs) counting Agricultural Collaboration and Science Technology under CPEC. Javed Hammayun additional conversant that so far two conferences of JWG had taken place, addition that second Joint working Group (JWG) on Agricultural Cooperation was detained via video. Both sides decided to found the midpoint for maintainable control of plants pest diseases in Pakistan (Karachi) for which Section of Plant Defense will be the principal Performing Activity. He said that Pakistan and China had also decided to bearing third assembly of JWG in 2021 in Beijing.

Cattle Wing of Ministry of National Food Security and Research has delivered obligatory information on arranged survey for export of poultry yields to China and asked Chinese practical squad to stopover Pakistan for review of poultry formations.

In direction to endorse two-sided teamwork in investigation and transmission of technology, Chines side had also spoken its agreement for providing commercial help for the founding of Center of Fineness at National Agriculture Research Epicenter on farming, livestock and fisheries.

The seven schemes to be performed by PARC comprised raise of cherry farming on profitable Gage in Gilgit-Baltistan for recording the export possible to China, addition that this project would be finished within five years with a projected price of Rs. 1,200 million. The Northern Areas of the country have charmed possible to crop dry fruits and identifying the rank the JWG had also acknowledged the project preferment and progress of Pistachio in Pakistan under CPEC creativities and the projected price of inventiveness was intended at Rs1,300 million and it would be finished within five years' time retro, he said.

Meanwhile, stating on Pak-China partnership in exploration and technology transfer, Associate Plant Sciences in PARC Dr Ghulam Muhammad Ali believed that the assembly had proven National Institute for Genomics and Progressive Bio-technology (NIGAB). The NIGAB in association with Chinese College of Agriculture Sciences had advanced four high-yielding bug free banana facts, he said addition that new principles of potatoes were also settled which would have important impact on indigenous output of crop.

"We are also operational with Chinese experts for the growth of stretched grain green super rice and high-yielding sugarcane and cotton types and slog on these crops were on progressive stage and it was predictable that inside a short period of time the verities of aforementioned crops would be accessible for local farming that would have radical influence on agriculture subdivision in the country".



FEATURE

COUNTRY HAS VAST POWER PRODUCING POTENTIAL:

PM Imran Khan



Prime Minister Imran Khan believed that Pakistan is rich in water means and is impending to produce 50,000MW hydel power. Speaking to mass media after visiting the site of under development Mohmand Dam, the Prime Minister said Pakistan has ability to produce 50,000MW electricity. Mohmand Dam having the capability of 800MW would be finalized by 2025.

He said work on further dams counting mega Diamir-Basha, Kurram Tangi and Dasu Kohistan were instantaneously in progress that would be done by 2028.

These projects he said would carry extra 80,000 acres of land under farming. He said global warming, climate change and food security were big tests confronted by the country as water table in Lahore, Peshawar and Karachi was deteriorating progressively.

He said tanker gang was stamping money from people in Karachi and such dams would aid advance water table by protective people from tanker mafia. He said about 300 million gallon water would be providing from Mohmand dam to Peshawar for consumption purposes.

He said Ravi Project would help address water problems in Lahore. The Prime Minister said China had constructed about 5,000 big dams and 80,000 small dams while Pakistan had not constructed a single key electricity producing project for the last 50 years even though such huge prospective. He said small dams could be constructed throughout the country.

He said past rulers had deserted construction of dams and deliberated these projects irrelevant to election standpoint that negatively squeezed power generation principal to load flaking and increase of electricity pricelist.

The Prime Minister said that beginning of expensive energy projects counting IPPs in the past had increased desolations of people as the earlier rulers used it for stamping money and put extra load on nationwide exchequer. As a result of which circular duty, which was Rs480 billion in 2018 is estimated to stretch Rs1455 billion by 2023. He said Pakistan being an agriculture country persistent to export wheat in last two years. He said a top score production of this year is the outcome of agriculture-friendly strategies of PTI Government.



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ایونیو گلوبز

GlobBiz Avenue GWADAR
THE GAME CHANGER

100 فیصد محفوظ اور
یقینی منافع بخش سرمایہ کاری

[125 گز سے 1000 گز تک کے رہائشی اور کمرشل پلاٹس]

صرف گوادر نہیں، بلکہ

گوادر ماسٹر پلان میں سنٹرل بزنس ڈسٹرکٹ سے متصل

سب سے بہترین منصوبہ

گلوبز ایونیو فیز-IV

آسان اقساط میں

Gwadar Builders & Associates (Pvt.) Ltd.

📍 M.M. Alam Road, 3-R, Almas Tower, 3rd Floor, Gulberg, Lahore-Pakistan.

☎ 0334 44 22 422, 0321 44 44 067, UAN: 042 111 41 42 43

✉ info@globbizavenue.com 🌐 www.globbizavenue.com