

Gwadar Port: A Potential Economic Hub for Regional Prosperity

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Abstract

Gwadar Port has pivotal location in the Arabian Sea, offering great geo-strategic significance to Pakistan. This port is expected to become the main economic anchor for neighboring countries. This deep-sea port will become a focal point for shipping in the region by attracting commerce from Afghanistan, Central Asian Republics (CARs), China, the Persian Gulf, and the Middle East, thereby facilitating trade between these regions. Gwadar Port will facilitate the expansion of maritime trade and enhance trade to warm waters by reestablishing trade connections between China and Central Asian States. It is intended to provide rapid terminal services to the harbors of the Gulf and East African countries. The China Pakistan Economic Corridor (CPEC), a defining aspect of China's Belt and Road Initiative (BRI), has added to the significance of this port to regional trade and growth. Onward progress of projects leads to development of Gwadar into the most important trade hub which also brings along the regional prosperity. The objective of this literature is to underscore the importance of Gwadar Port's potential to broaden the maritime influence of the region. This investigation is predicated on an exploratory case study research design that investigates the potential of Gwadar Port to serve as a catalyst for regional integration and prosperity. This study has implemented economic interdependence theory, and the objective of this article is to emphasize the potential of Gwadar Port as an economic center for regional prosperity.

Keywords: Arabian Sea, Strategic Location, Central Asian Republics (CARs), Persian Gulf, Middle East, Southeast Asia, China Pakistan Economic Corridor (CPEC), Maritime Trade.

Introduction

Gwadar is a deep seaport in Baluchistan that is situated in an ideal location on the Arabian Sea. The optimal location of Gwadar places it in close proximity to the Sea Lanes of Communication (SLOCs) of the Indian Ocean. (Naz & Ali, 2017; Wolf, 2013). In terms of population, Asia is the most populous continent in the globe, and the largest economies of the region are dependent on the Sea Lanes of Communication of the Indian Ocean. The significance of these SLOCs has made Indian Ocean a major

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strategic arena in the world politics (Naz & Ali, 2018). The Gulf Region supplies oil and raw material to China, Europe, Japan, USA, Far East and many other countries through the sea which is in close proximity to the Gwadar Port (Takreem, 2013). The Gwadar seaport is ideally located to handle the mother ships and oil tankers owing to its amazing depth (Hussain, 2016). China has introduced a mega project, the Belt and Road Initiative (BRI) (formerly One Belt One Road), for trade and connectivity (Takreem, 2013). China-Pakistan Economic Corridor (CPEC) has been declared a flagship project under the China's Belt and Road Initiatives (BRI) (Irshad, Xin, & Arshad, 2015).

Pakistan is linking China to Central Asia, Middle East, and South Asian Region. The strategic significance of Gwadar Port will offer a direct access to the Indian Ocean and beyond (Wolf, 2013). Gwadar Port has been included in the CPEC and this inclusion has increased the importance of this port in the region (Naz & Ali, 2017; Irshad, Xin, & Arshad, 2015). This port provides direct access to the Arabian Sea for the landlocked countries of Central Asia, including Afghanistan. The development of Gwadar Port is creating trade opportunities and economic activities among the regional states (Hussain, 2016). Many regional and extra regional states will get the opportunity to boost their trade through the port of Gwadar (Iqbal K. , 2007; Wolf, 2013). This study is therefore intended to highlight the economic importance of Gwadar Port which is turning this deep seaport into a hub of regional economic prosperity.

Research Objectives

1. To highlight geopolitical and strategic significance of Gwadar Port.
2. To investigate the true economic potential of Gwadar Port in regional context.
3. To explore emergence of Gwadar Port as an economic hub for regional prosperity.

Literature Review

A focused attention is required by the government of Pakistan to discover the coastal treasure that will benefit the economy. The coastal areas of Pakistan are offering various opportunities of internal development to Pakistan (Rao, 2022). Pakistan should drive the Gwadar Port with wisdom and foresight to gain the benefits from this port and its maritime potentials (Ahmad, 2017). The increased commercial value of this port is also making the speed of development in Gwadar city faster. This port has ideal strategic location, and the completion of development projects, economic zones and recreational programs will make this city analogous with the cities like Dubai, Singapore, and Hong Kong (Shahzad, 2019). The potential of this deep seaport will offer many options to regional countries that will bring prosperity to the whole region (Bashir, Rashid, Ikram, & Tanveer, 2018). A comprehensive analysis of China Pakistan Economic Corridor was presented from a business-oriented perception (Abid & Ashfaq, 2015). They stressed that the CPEC is projected

to bring accelerated economic development and growth. This progress holds noteworthy potential to impact the nation's future route profoundly.

Iqbal, Chu, and Hali (2019) elaborated Pakistan's issues of energy security in their work. The researchers thoroughly analyzed and recorded data to evaluate the current resources and identified possible gaps in the infrastructure of Pakistan. This study addresses the deficiencies and future demands of Pakistan that need to be addressed. Panneerselvam (2018) highlighted the significance of CPEC from Pakistani perspective. Hassan explores the regional factors which are affecting commerce and trade in Pakistan in details and explains the current economic conditions of Pakistan. The geopolitical and geo-economic landscapes of Pakistan were evaluated by the researcher in his research. The researcher recommends the timely completion of all the projects which are associated with the mega project of CPEC. The author highlights the significance of transparency which can maximize the expected Trans regional benefits.

Faisal's (2020) investigation proposed that the CPEC should be considered as a strategic attempt rather than a mere initiative. In its symbolic sense, we can observe that China has productively initiated a profitable avenue utilizing sustainable development. The projected business idea reveals a viable and practical approach which is perfectly aligned with the existing infrastructure of road. China Pakistan Economic Corridor is all about Foreign Direct Investment (FDI) and infrastructure building and it will also influence the overall trading relations of Pakistan and China (McCartney, 2022).

The mutual interdependence of Pakistan and China can produce many financial benefits for both states. The Chinese huge sum of capital in many mega-projects in terms of investment, assistance and transfer of technology will impact on the economic growth of Pakistan (Khetran, 2014). However, Gwadar Port is facing many daunting challenges because major powers have divergent interests in the ongoing "New Great Game" (Khan, 2018). As, Pakistan has neglected the development of the maritime sector, this ignorance has been hurting the economic growth as well as the national security of the country (Hussain, 2015). Secure and fully functional status of Gwadar Port will make this port an effective focal point of many Asian and Gulf countries. Gwadar has an amazing area of influence according to the author in the region (Mir, 2010).

Theoretical Framework

"Economic Interdependence Theory" is applied to understand the phenomena in this research work. National and regional security of a state is utterly dependent on economic health of that state. Economic stability and prosperity has become the main objective of every state's foreign policy in the current age of globalization. Interdependence is transforming the international politics rapidly. Economic interdependence is increasing the cooperation among the states as it is producing financial rewards for them.

The amazing geostrategic location of Gwadar Port is offering economic benefits to all the regional countries. The emergence of Gwadar Port as a regional economic hub will produce direct financial benefits for China, Afghanistan, Central Asian States, Iran and Gulf Arab States. Pakistan and neighboring countries can achieve financial goals through their Economic interdependence. Economic interdependence will help the regional countries in facing their economic challenges. The increased cooperation and balanced interdependence will bring regional prosperity in the region. China has introduced a very ambitious economic plan of the 21st century named BRI. This mega economic plan is also offering many economic opportunities for regional countries. The CPEC is a flagship project of BRI and Gwadar has gained more importance after the introduction of this economic plan. Pakistan and regional countries should manage their interdependence that will ultimately play a significant role in the economic prosperity and development.

Research Methodology

Exploratory Case Study is adopted as a research method to carry out this research. The applied research design provides an in-depth and deeper understanding of the phenomena or concept. This study is predominately constructed on the qualitative design. Observational research and documentary analysis are the methods of data collection. The analysis of existing literature evaluates the emergence of Gwadar Port as an economic hub for regional prosperity. Qualitative data is being composed from primary and secondary sources. Theses, research based articles of scholars, interviews of relevant experts, official and government reports, speeches and observations are the primary sources of data collection in this study. Books,, previous studies, articles from relevant journals, national and international media reports, newspapers, literature from conferences and magazines are the sources of secondary data in this study.

The analysis of related data from both primary and secondary data is helpful in providing a foundation to research design, to highlight related studies and identify the gaps in previous studies. The relevant data is gathered, tabulated, organized, analyzed and interpreted in the light of objectives of the study. The investigation of the collected data is supportive to draw significant conclusion through systematic approach.

Exploratory research involves the study of Gwadar Port's development from a long period of its establishment up to the present time. The evidential discussion of the port's role and future vision was explained and combined to create a narrative. This paper aimed at presenting findings to review the current position of Gwadar. The analysis of Gwadar Port's expected contribution towards the regional economy and prosperity shows the future of the port. The potential limitations of this study were related to availability and accessibility of data.

Significance of Gwadar Port

Gwadar Port is strategically significant due to its location in the following three critical regions of the world:

1. The Central Asian Republics (Famous for abundant natural resources in the world) (Pomfret, 2010)
2. The Middle East (Blessed with rich oil reserves) (Jones, 2012)
3. South Asia (The most populated region of the globe) (World Health Organization)

The first two regions (CARs and Middle East) have abundant natural resources, and the Gwadar Port is located at the confluence of these significant regions (Kaleem, 2015). This port is located at the mouth of Strait of Hormuz which is the most important choke point of the world. Strait of Hormuz is the major supply line of the world and Gwadar Port is just 180 NM from this choke point (Shahzad, 2019; Wolf, 2013; Irshad, Xin, & Arshad, 2015). Gwadar Port has Gulf of Oman on the opposite side, and it is positioned at the door of Persian Gulf. This port has footing on the top point of North Arabian Sea (Kaleem, 2015).



Figure 1: Location of Gwadar Port (Khan, 2018)

Gwadar is a deep seaport in the region which gives a special edge to this port over the other ports of the region (Kaleem, 2015). The natural depth of this port is helpful in handling all kinds of large vessels and mother ships (Takreem, 2011). More details on the subject are mentioned in table #1.

Table 1: Comparison of Gwadar Port with other regional ports (Bashir, Rashid, Ikram, & Tanveer, 2018; COPHC; Gwadar Port Authority; Eastwind)

| Name of port (Country) | Depth of Port (in approx. meters) | No. of Berths |
|---------------------------------|-----------------------------------|---------------|
| Gwadar (Pakistan) | 14 | 4 |
| Karachi Port Trust (Pakistan) | 11 | 30 |
| Port Qasim Authority (Pakistan) | 13 | 17 |
| Jebel Ali (UAE) | 15 | 67 |
| Khor Fakkan (UAE) | 16 | 6 |
| Bandar Abbas (Iran) | 13 | 23 |
| Chabahar (Iran) | 11 (unconfirmed) | 10 |
| Salalah (Oman) | 16 | 39 |
| Damam (Saudi Arab) | 10 | 43 |
| Doha (Qatar) | 11 | 12 |

Geo-political Significance

The New Great Game was primarily connected with the rich resources of Central Asia. Now this game has been expanded right through Middle East, Southeast Asia and South Asia. Originally the New Great Game was based on Central Asia's oil and gas and geostrategic location between the great powers. But over time, it advanced into a more general struggle for power in the Middle East, Asia, including South-East Asia mainly for raw materials, markets, inland and maritime bases and to gain an advantage over each other (Iqbal & Afridi, 2017). The chessboard of this game is the region of South Asia, where the United States and China are engaged in a strategic competition (Takreem, Yasmeen, & Jehan, 2011; Wolf, 2013; Irshad, Xin, & Arshad, 2015). China has recognized the importance of strong economy, energy supply and maritime space to gain a competitive position in the ongoing New Great Game in the region (Ahmad & Mi, 2017). China Pakistan Economic Corridor will serve as an alternate route for the energy supplies of China which will pass through the heartland of Baluchistan (Takreem, Yasmeen, & Jehan, 2011; Panneerselvam, 2018).



Figure 2: Gwadar as an alternate route to China (Khan, 2018)

Gwadar has offered China a cost effective, safe and alternative route which allows China to avoid the volatile Strait of Malacca (Takreem, Yasmeen, & Jehan, 2011). This opportunity will lessen the dependence of China on the Strait of Malacca. Baluchistan was important in the US-Soviet rivalry in the past and it has gained more strategic significance in the ongoing US-Sino rivalry. Both the Baluchistan province and Gwadar Port are fundamental to the New Great Game which has been started in the region (Hussain, 2015).

Strategic Significance

Gwadar has strategic significance due to many accounts. It is considered an alternate to Persian Gulf's port (Hussain, 2015). The port of Karachi and Bin Qasim were not suitable to handle large mother ships due to some limitation. Gwadar is suitable for handling all kinds of large ships. This port is a deep seaport which has a natural depth of 18m which provides a special edge to this port in the whole region (Shahzad, 2019).

The amazing position of this port provides a footing in the Arabian Sea as well as in the Indian Ocean. This port is located in the inlet of the Persian Gulf. It can function as a monitoring post that issues warnings in advance regarding the activities occurring on international sea routes (Panneerselvam, 2018). It is making the monitoring and electronic supervision of naval activities possible for Pakistan in the region (Shibasaki, Tanabe, Kato, & Lee, 2019; Kaleem, 2015). The monitoring of SLOCs has been made possible by this port. Pakistan is able to maintain a strategic check on all actions in the Indian Ocean due to Gwadar Port (Malik, 2021).

This port also provides a strategic depth to Pakistan as it is located too far from India. The port of Gwadar is providing a footing at par with the neighboring maritime powers. It can make the flow of economic and commercial activities in critical circumstances for Pakistan (Javaid, 2016). It is positioned at the crossroads of Central Asia, Persian Gulf and Middle East (Hussain, 2015). This port also ensures the security and protection of Sea Lanes of Communication. It is also a kind of

checkpoint of energy supplies in the region (Conrad, 2017). The strategic position of Gwadar Port will protect all the most wanted and necessary geostrategic interests of Pakistan.

Economic Prospects

China Pakistan Economic Corridor: The China-Pakistan Economic Corridor (CPEC) is an over 3,000 KM route that connects Kashghar, in northwest China, to the Pakistani port of Gwadar by roads, trains, and pipelines. There are four main subprojects that make up the CPEC. The utilization of energy resources, the construction of special economic zones, the development of Gwadar Port, and expansion of infrastructure are subprojects of CPEC (Chen, Joseph, & Tariq, 2018). The main objective of this project is the growth and development of Pakistan's economy. The fabrication of relations between all the states of the region is also a primary goal of this project. China is undoubtedly the prime beneficiary of this economic plan but at the same time it is providing Pakistan a new route of economic development. The reduction in distance will improve the transportation cycle by reducing the transportation cost which produces main financial benefits for China (Hassan, 2020). China imports 80% of its total oil from the Strait of Malacca. The completion of Gwadar Port and CPEC will reduce the oil transportation cost and the distance for China. CPEC will reduce the total distance by about 11000 km to 13000 km (Weidong, 2017).

The CPEC is giving Pakistan an economic and strategic push internally and externally (Hassan, 2020). The main goal of CPEC for Pakistan is to develop and improve the existing infrastructure of the country. This plan of economic development will focus on the less developed regions of Pakistan like Baluchistan, southern Punjab and Khyber Pakhtunkhwa Province (KP). The increased trade is offering new employment opportunities that will surely influence the economy of Pakistan positively. China, Central Asian States, Afghanistan, Iran and other regional countries will directly benefit from the development of Gwadar (Weidong, 2017).

The external and internal critics are spreading rumors after the introduction of CPEC. They are busy in locating discrepancies, mistakes, faults and pointing out assumptions about this economic plan. There is need to amend weaknesses and differences in the favor of Pakistan to take maximum benefit from the development of Gwadar which will ultimately play a vital role in the regional prosperity. There are three types of reservations about this project. First, the projected benefits that Punjab can gain from this project as it is already a developed province of Pakistan. Secondly, it is pushing Pakistan towards burden of heavy loan and mortgage. Thirdly, the apprehension of the people of Baluchistan about development of Gwadar has created an atmosphere of anxiety and mistrust. The land of Baluchistan will be used in this project and reservations about the economic gains of this project need attention of government officials (Abid & Ashfaq, 2015).

The benefits can also be divided in to three categories: First the direct benefits regarding the result of energy resources, infrastructure and technological improvements (Mehar, 2017). Secondly, indirect benefits that will be generated as a consequence of immediate benefits like value addition in living standards, in social values and employment. Thirdly, it will result in the region's overall economic growth (Javaid, 2016).

Gwadar as a Transportation Hub: The construction of Gwadar Port will make transit trade with Central Asian Republics possible and it was a key reason to build this port. This deep sea port will offer affordable, efficient and dedicated facilities to the Central Asian Republics (Conrad, 2017; Wolf, 2013). The development of Gwadar as a deep seaport is anticipating significant volumes of transit trade from Afghanistan and CARs (Shibasaki, Tanabe, Kato, & Lee, 2019).

Currently the transit trade of CARs is handled by the UAE's ports. This trade is shipped to Bunder Abbas (Iran) and it is transported to its final destination in CARs via rail and land. The double handling at the ports of UAE and Iran increases the cost and time of trade for the CARs. Gwadar is providing shortest route and affordable shipping facility to CARs as it is offering the facility of hub port by providing land-based shipments to and from CARs.

Currently, transit sea traffic of Afghanistan is handled through Karachi Port. In coming future after the construction of land connections this trade will be redirected to Gwadar Port. The Central Asian Republics (CARs) which are non-coastal countries in the northwest of Pakistan, will export and import through Gwadar Port (Shibasaki, Tanabe, Kato, & Lee, 2019; Kaleem, 2015; McCartney, 2018). This gives Gwadar Port a large potential market for handling its export and import by sea. It serves as a hub for trade to landlocked countries like Afghanistan and the Central Asian Republics (McCartney, 2018).

Gwadar's Connectivity with the Hinterlands: The connectivity of Western China with Pakistan through Karakorum highway has a substantial economic edge due to low transportation and shipping expenses. The shipping distance to western markets of China is more than 10,000 KM. It takes almost 7000 KM to ship goods by sea to eastern ports of China and another 3000 KM by land to transport these goods to western part of China (Kalim, 2016; Tai, 2017).

China has pledged to provide Pakistan with assistance in the expansion and modernization of the Karakorum highway. This will also make the delivery of products on the land more smooth and efficient. The increase width of the road will make this route favorable for long and heavy vehicles. Internal network of new rails and roadways in Pakistan will support North-South Trade and Energy Corridor (TEC). A coastal highway connects Gwadar to Karachi and it can also connect Pakistan with Iran in future (Kalim, 2017). In addition, a 950 Kilometer long motorway will connect Gwadar to Turbat, Khuzdar, and Ratodero. Soon, a new road will connect Quetta to

Zhob, D.I. Khan, Loralai, and D.G. Khan. This will improve connectivity of Baluchistan with Punjab and Khyber Pakhtunkhwa (Perveen & Khalil, 2015).

The Building of Railways: As part of the Trade and Energy Corridor Project, there's a proposal for a railway line along the Karakoram Highway (KKH) that will connect Pakistan and Western China. The primary goal of constructing this rail line is not just to facilitate trade; it's also intended to serve as an energy transfer route in case a pipeline is not feasible. The rail line will eventually link up with Gwadar, where facilities for oil refining and storage are currently under construction.

To kick off this ambitious project, the Pakistan Railways authorities have invited bids from interested companies to prepare a feasibility study. The proposed rail line spans a whopping 800 kilometers within Pakistan. It starts in Havelian, a quaint village near Abbottabad in Khyber Pakhtunkhwa, and winds its way over the majestic Karakoram Mountains until it reaches the Pak–China border at Khunjerab.

The second section of the rail line, covering 250 kilometers, will be constructed within the Chinese state of Xinjiang. Interestingly, experts estimate that the cost of building this train line is comparable to the \$5 million per kilometer expense incurred for constructing a rail line in similarly challenging terrain in Tibet (Shahzad, 2020). In total, the project up to Xinjiang is expected to cost a staggering \$5 billion a substantial investment indeed.

Pakistan Railways is pushing forward with a bold plan to build a fresh rail connection between Gwadar and Mastung. This tactical railway pathway is crafted with the aim of meeting certain core targets, all while addressing the requirements of the area. Essentially, this railway scheme aspires to propose a budget-friendly, streamlined, and reliable method of transport. Its role includes easing the movement of agro industry related items as well as everyday goods, a trade boom to the local commerce and the inhabitants of Baluchistan (Shahzad, 2020). Besides freight movement, this novel rail track will create new travel possibilities for Baluchistan's populace. Imagine comfortable railway journeys linking diverse towns and cities, fostering greater movement and reach ability.

Gateway to Central Asian States: Gwadar port's connectivity with Central Asian Republics (CARs) will multiply the commercial opportunities in the region (Conrad, 2017). This region has large land area and less population. The total population of this region is almost 65 million, which is divided between six states. Three of these states, Tajikistan, Uzbekistan and Turkmenistan are in proximity to Pakistan and they will be the main consumers of this deep sea port (Hussain, 2016; Kaleem, 2015).

The current overall foreign trade of the region is expected to be USD 20 billion. The value of the exports is expected to be USD 12 billion. The total volume and weight of foreign trade is approximately 80 million metric tons. All types of consumer goods, clothing and electronic devices include most of the imports from different ports. The road distance between Gwadar (Pakistan) and Kushka

(Turkmenistan) is almost 1200 kilometers, even though the closest port of Black Sea, Odessa (Ukraine), is around 3400 kilometers from the Central Asian Republics (McCarteny, 2018). As a result, Gwadar becomes the most feasible option available for CARs. The planned 500 km long motorway will make connectivity of Gwadar possible with CARs via Panjgur, Chaghi, and Rabat up to Heart.

Trade Prospects for South Asia: The amazing location of Gwadar is going to connect South Asia with Central Asia and the Middle East. The mega project of CPEC is going to change the fate of entire South Asia. The region of South Asia consists of the most thickly populated areas of the world which are developing countries. Gwadar will connect different continents by the network of roads and railways. This will make the movement of raw materials and finished products in the entire region smoother and more efficient, which will play a significant role in the economic prosperity of the whole region. Gwadar is also providing China a shortest way of trade with the South Asian countries (Ali, 2015).

Afghanistan has huge natural resources in the form of copper, chromite, high-grade iron core, zinc, Sulphur, coal, precious stones, gas, and oil (Khan, 2013). These natural resources can play a vital role in the economic development of Afghanistan. The trade of these valuable minerals with the rest of the world is completely dependent on the ports of Pakistan. Gwadar is providing a new gateway to Afghanistan for boosting its economy.

Pakistan is developing Gwadar Port which is very close to Chahbahar and Bandar Abbas ports of Iran. Gwadar is the only deep seaport in the whole region which gives an amazing edge to Gwadar port in South Asia. Gwadar is also providing an opportunity of trade to Iran in the region which is facing economic issues due to sanctions. Combines efforts of Pakistan and Iran on transit and trade related aspects can earn financial benefits for both the states which can play a vital role in the regional prosperity. The integration and cooperation of Pakistan and Iran can be highly beneficial for both the states in the long run.

Conclusions and Suggestions

The key project of the CPEC, Gwadar Port, would transform Pakistan into a thriving nation. To maximize the benefits of CPEC, Pakistan must adopt a comprehensive, unified, consultative, and harmonized strategy. Building additional ports and harbors is one of the many marine development projects that the government should prioritize. They must make sure that the affluent and middle classes do not suffer in order to receive advantages.

The immense strategic location of Gwadar Port gives a unique geographical edge to Pakistan. Pakistan has massive potential to become a conduit for regional trade due to its geographical advantage for nearby regions. China is more confident about Pakistan and CPEC being a commercial passage in short term as oppose to an energy corridor.

In future as competition for energy resources boosts, Pakistan will serve as an energy corridor for China undoubtedly. Pakistan should give equal opportunities to supply TEC facilities to its Central Asian, South Asian and West Asian neighbors, since they are interested to use TEC facilities of Pakistan. The availability of trained and skilled force and law and order situation are the most crucial factors which have significant role in the success of Gwadar port. The availability of qualified and skilled personnel for the operations and management of Gwadar Port is also essential. Focused and dedicated efforts from government officials are required in this regard.

The sense of ownership of development projects in Gwadar among locals, mainly those from Gwadar and Baluchistan, can strengthen the security and order situation. The local population should have satisfaction that the rewards of progress and growth will be shared with them. Pakistan and China should resolve the outstanding issues while focusing the MOUs about Gwadar city and port for the timely completion of the port. This will also make the port functional in all regards at the earliest.

Pakistan may have an opportunity to revive its economy and raise the nation's social standing through the project's inclusion of the China-Pakistan Economic Corridor (CPEC). Both the Pakistani people and government have great expectations for this project. Building roads, trains, optical networks, and other infrastructure such as freeways and corporate hubs will raise people's standard of living while also lowering fear and anxiety. Pakistan's economy will benefit from the project in several ways, including increased economic activity, high export rates, and toll tax collection. Furthermore, a project that is completely operational would surely address the nation's energy problem. Native Americans will have additional job prospects because of the project, and industrialization will be greatly impacted by energy resources.

China-Pakistan ties will become a real strategic economic partner because of the CPEC. CPEC is a commercial and economic deal, but it's also a "game-changer" and an "opportunity of the 21st century" for the area. More importantly, it is not only a bilateral pact but also a route and corridor of wealth and peace, extending much beyond the region's borders. It has the power to unite several countries and pave the way for greater collaboration and economic development. This initiative has the potential to improve Pakistani citizens' socioeconomic status over the long term by creating new universities, constructing special economic zones, and upgrading healthcare facilities.

Recommendations

1. Improve the transport linkages between the port and the other parts of Pakistan as well as other regions to facilitate the exports and imports. This could include roads and railways for the transportation of goods to and from the port.

2. Provide tax incentives or subsidies that benefit the private sector, thereby fostering the development of operations that capitalize on the current port environment.
3. Encourage technical and vocational training institutes to produce qualified workforce for ICT sectors promoting growth in related industries to the port.
4. The operational capability of Gwadar Port must be utilized to its maximum extent. Consideration may also be given to the financial viability of the port for the local community, who complains that Baluchistan is not benefiting from this investment. The Federal and Provincial governments are urged to prioritize the local population's interests.
5. Additional berths must be established in addition to hydrocarbon piers and container terminals. It is imperative that all significant issues be thoroughly discussed with the relevant stakeholders prior to proceeding with discussions with the Chinese regarding the construction and operation of the port as soon as feasible.
6. There are substantial opportunities for trade with the CARs and Afghanistan, which must be routed through Pakistan, to the benefit of all parties involved. Because this transit route is being built, the CARs and Afghanistan will mostly use the port of Gwadar to bring in and send out goods.
7. Gwadar port is not yet completely operational; China may be invited to use Gwadar port for its western regions' import and export. The port of Gwadar could also be used to handle cargo for more Chinese projects in Pakistan.
8. The railway link should be designed in consultation with the CARs and Afghanistan, considering their requirements and suitability. It would make more sense to extend the railway with a Russian gauge through Afghanistan to Gwadar along the shortest path possible so that freight trains from the Central Asian Republics could run straight to Gwadar.
9. In order for export promotion zones, industrial zones, and commercial complexes to expand, it is essential that individuals have access to fundamental utilities.
10. Before inviting investors, essential amenities like water, electricity, gas, and telecommunications are to be ensured.
11. Institutions for vocational training and education should be set up as soon as possible and well in advance to make sure that there are enough trained and skilled workers for the industry and port operations when they are needed.
12. Instead of competing with Chabahar Port in Iran, a business collaboration strategy must be developed to create a solution where everyone benefits for all parties. For this to happen, it will be important for Pakistan to let CARs and India pass through with their transit cargo.
13. The governments of Pakistan and China must refrain from making hasty decisions, as ports necessitate a significant amount of time to become completely operational. The development and prosperity of Baluchistan and

its residents will be significantly influenced by the success of the Gwadar port. The success of this deep sea port is essential due to the substantial investments made in the conclusion of Gwadar's infrastructure. Gwadar has the opportunity to acquire the transit traffic of CARs and Afghanistan as a result of the increasing interconnectivity of these countries by establishing long-term business relationships.

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