nearby areas are being implemented. The first phase of CPEC focused on setting up power generation plants and building high-speed rail. After formation of the PTI government, work on the CPEC began. In addition, new infrastructure projects were started with a particular emphasis on the western alignment of CPEC which connects the most underdeveloped regions of Pakistan with the larger urban centres of Pakistan. In the power sector, emphasis has shifted to projects based on solar energy like Asad Umar and Kohala in the line with the government’s focus on green energy. A significant new project in this sector is a solar power plant in the province of Sindh. New international projects under the umbrella of the CPEC are also being discussed. The most promising example is the power plant in Dubai which is expected to be completed by 2023. The project is being implemented in collaboration with the Dubai Electricity and Water Authority (DEWA).

The second phase of the CPEC is expected to focus on economic cooperation. Ever since, the China-Pakistan Economic Corridor (CPEC) with a total investment of US$25.4 billion. The government of Pakistan has initiated a number of initiatives to promote economic cooperation and investment. The two countries have signed a number of agreements in different sectors, including energy, transport infrastructure, and agriculture. The Pakistan-China Joint Economic Committee was established, which plays an important role in the coordination of economic cooperation under CPEC. The new phase of CPEC will be characterized by a focus on industrial cooperation. The China-Pakistan Economic Corridor (CPEC) will be instrumental in driving economic growth in Pakistan.

The CPEC is a vital part of the Belt and Road Initiative (BRI) and the Chinese government is committed to its successful implementation. The CPEC has been a major source of economic growth for Pakistan, and its success will have a significant impact on the region. The CPEC has the potential to transform Pakistan’s economy, providing a much-needed boost to the country’s development and prosperity.
areas of focus are improvement in Hydropower Project on the Jhelum River, Hazara Motorway and the friendship between the two countries. The people of Pakistan will get economic and clean energy from this environment-friendly project, which is not merely a project and relations but is a symbol of the Pakistan-China friendship.

Kard Power Company (KPC) Central Hydropower Plant, owned by China Power International Corporation, is developing 720 MW Karot Hydropower Project, which is expected to be completed by 2023, under the government’s Economic Corridor. This project can transmit information such as monitoring videos of electronic and automated. The optical cables laid along the motorway can transmit information such as monitoring videos of electronic and automated. The optical cables laid along the motorway can enhance the management system has been implemented, which is in accordance with international standards. Since the initiation of CPEC, Pakistan has taken the priority to promoting it under the framework of the JCC of CPEC and has been listed in Fortunе Global 500 Enterprises for 16 consecutive years, ranking 13th according to the latest rankings. CSCEC has a history of more than 30 years in Pakistan since it set foot in this market in 1984. It has successively constructed landmark projects such as the Karachi Sewage Treatment Plant, the Embassy premises of China in Pakistan, the Gwadar International Port Project, the Bacha Khan Waterfall Project, the Gwadar International Airport Project, the Gwadar Port Project, the Gwadar Power Plant Project, and the Gwadar Building Project. CSCEC has implemented, which is in accordance with international standards. Since the initiation of CPEC, Pakistan has taken the priority to promoting it under the framework of the JCC of CPEC and has been listed in Fortune Global 500 Enterprises for 16 consecutive years, ranking 13th according to the latest rankings. CSCEC has a history of more than 30 years in Pakistan since it set foot in this market in 1984. It has successively constructed landmark projects such as the Karachi Sewage Treatment Plant, the Embassy premises of China in Pakistan, the Gwadar International Port Project, the Bacha Khan Waterfall Project, the Gwadar International Airport Project, the Gwadar Port Project, the Gwadar Power Plant Project, and the Gwadar Building Project.
WESTERN ROUTE & RELATED CONNECTIVITY PROJECTS

**660 KM Road Infrastructure Projects Initiated**

### Western Alignment Projects

- **Hakla – D.I. Khan (297-km)**
  - **Progress Upto Aug 2018**: 139 KM (47%) complete
  - **Current Progress**: Finishing proposal presented for Chinese side
  - **Notes**: Will be open for traffic soon

- **D.I.Khan (Yanki) – Zhob (210-km)**
  - **Only PC-I approved before Aug 2018**
  - **Current Progress**: Contractors mobilized

- **Zhob – Quetta (311-km)**
  - **PC-I approved. Cost Rs.63 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Quetta – Khuzdar (330-km)**
  - **PC-I approved. Cost Rs.81 B. Included in PSDP & funds allocated for 21-22**

### Related Connectivity Projects

- **Hoshub – Awaran (146-km)**
  - **PC-I approved. Cost Rs.38 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Awaran – Khuzdar (168-km)**
  - **PC-I approved. Cost Rs.32 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Nokundi – Mashkel (103-km)**
  - **PC-I approved. Cost Rs.27 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Panjgur-Awaran (228 km)**
  - **PC-I approved. Cost Rs.43 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Awaran-Jhal Jao (54.8 km)**
  - **PC-I approved. Cost Rs.8 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Jhalo Jao- Bela (82 km)**
  - **PC-I approved. Cost Rs.24 B. Included in PSDP & funds allocated for 21-22. Contractors mobilized**

- **Korachi-Khuzdar (440 km Bot)**
  - **WSS included in PSDP 2021-22**

### Newly Added Projects in 10th JCC

- **Dir-Chakdara Motorway (29 km)**
  - **PC-I approved at Rs.38 B. To be implemented over 2 years**

- **Pashawar-D.I.Khan Motorway (360 km)**
  - **PC-I approved at Rs.236 B. To be implemented over 4 years**

### Special Economic Zones

- **Rashakai SEZ (1,000 acres)**
  - Approved in 6th JCC meeting in 29th December 2016
  - **Current Progress**: Notified in September 2019
  - Development agreement signed with Chinese Company (CRBC) on 14th September 2020 and development work is in process

- **Allama Iqbal Industrial City (2,217 acres)**
  - **Current Progress**: Notified in September 2020
  - Development work started in November 2019
  - Approximately 1,200 acres of plots have been allotted and few companies have started construction of factories

- **Bostan SEZ (1,000 acres)**
  - **Current Progress**: Notified in May 2020
  - Phase-1 (200 acres) has been developed and launched in July 2021

- **Dhabeji SEZ (1,520 acres)**
  - **Current Progress**: Notified in October 2020
  - Utilities are being provided as per timelines
  - Developer selected by Government of Sindh

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**CPEC Envisioning**

**A Strong & Prosperous Pakistan**

Collaborating with CPEC Authority Through Food Security & Agriculture Center for Excellence (FACE) and Looking Forward to Achieving New Milestones

**Go Green - Keep Growing**
Acclerating Social-Economic Development
by bringing Industrial, Technological and Agricultural Revolution through Chinese Investment and Transfer of Technology

FAST TRACKING THE CORRIDOR OF PROGRESS
Khalid Mansoor
Special Assistant to Prime Minister on CPEC Affairs

China Pakistan Economic Corridor (CPEC) as a manifestation of the decades old brotherly relations between Pakistan and China. As an important pioneer project of the Belt and Road Initiative, CPEC has been making remarkable progress in all phases (2015-2023). Majority of the projects planned in the transportation, information and energy sectors have been carried out successfully and many more are in the execution stage.

In the first phase of CPEC, 100 billion dollars’ worth of maximum-highway and urban development projects were executed along with laying of 5,000 kilometers of motorways highways and urban roads. In the second phase, four priority SEZs are Rashakai SEZ in Khyber Pakhtunkhwa, M�ndari, Kohala and Azad Pattan.

In the first phase (2015-2020), majority of the CPEC has made remarkable progress in its benefits to the people of both countries. China Pakistan Economic Corridor (CPEC) is a manifestation of the decades old close brotherly relations between Pakistan and China. As an important pioneer project of the Belt and Road Initiative, CPEC has taken the lead in achieving high-quality and green development. CPEC is a milestone in the history of bilateral relations between Pakistan and China.

The CPEC SEZs are open for investment from around the world. The SEZs offer a conducive environment for investment in other sectors including agriculture, technology, mining, energy, textiles, etc. The SEZs provide the necessary facilities to these SEZ and efforts are being made to improve the business environment in these SEZs. The SEZs are being developed with the aim of providing a conducive environment for investment in other sectors including agriculture, technology, mining, energy, textiles, etc. The SEZs provide the necessary facilities to these SEZs and efforts are being made to improve the business environment in these SEZs.

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Agricultural Growth Impetus for the Agri Economy
- Crop Improvement at Havelian
- Development of Agri Chain
- Corporate Farming
- Capacity Building through Research

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