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PIVOT

Quarterly Magazine of China-Pakistan Study Centre
Institute of Strategic Studies Islamabad

PIVOT: Celebrating Two Years of Fostering Pakistan-China Ties



Institute of Strategic Studies Islamabad



China-Pakistan Study Centre



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'Pakistan is the **PIVOT** of the world, placed on the frontier on which the future position of the world revolves.' Quaid-i-Azam
Mohammad Ali Jinnah, January 1948

Chief Editor's Note



Over the years, Pakistan and China's relations have flourished into an 'All-Weather Strategic Cooperative Partnership'. The bilateral relation between the two countries has political, economic and strategic dimensions. Becoming a largest stakeholder in Pakistan in terms of economy, China has enhanced its investment in multiple areas, especially in the energy and infrastructure sectors.

With the advent of the China Pakistan Economic Corridor (CPEC), a qualitative transformation in relations is witnessed as the bilateral ties have now expanded from defence to the economic sphere. CPEC a mega venture in terms of regional partnership, not only the potential to contribute in economic-growth and development of Pakistan but there are prospects also for other countries in the region.

Pakistan under CPEC, enters the industrialization phase and Pakistan stands to benefit from China's experience in building the Special Economic Zones (SEZs). These proposed economic zones would bring an incredible industrial revolution resulting into enormous job opportunities for Pakistani work force. With industrialization not only the domestic needs of Pakistan would be met but it will also contribute in much needed export objectives, thus improving Gross Domestic Product of Pakistan.

CPEC is also reshaping cooperation models by improving geographical connectivity and business engagement through improved infrastructure. In addition, the increased flow of trade and business volume would result in a well-connected and integrated CPEC community. Although, the CPEC projects face impediments due to the outbreak of COVID - 19, that has affected supply chains and financial markets, but there is strong resolve and commitment in both the countries to make this mega project a success story.

The PIVOT magazine for last two years has been contributing to create awareness with regards to nature of Pakistan-China ties in the contemporary world and its regional and global dimensions as well as CPEC. This magazine has been focusing on bilateral aspects of China-Pakistan relations such as cooperation in defence, trade, culture, tourism and people to people contacts. PIVOT has been on fore-front to mitigate misconceptions about CPEC and build a positive narrative about the mega project and shall continue to work for the cause of Pakistan-China relations.

Talat

Dr. Talat Shabbir

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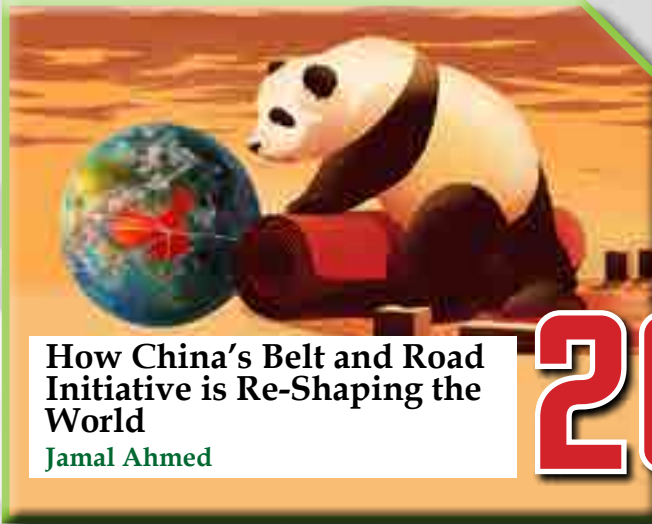
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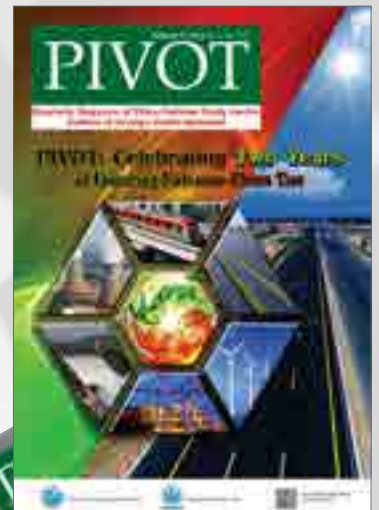
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Job Creation and Labour Composition in CPEC

By Kaswar Klasra

China has been keen on improving the lives of people along the Belt and Road Initiative, especially in Pakistan, its 'Iron Brother'. Better livelihood is one key objective of the initiative.

On the whole, China's policies have most of the times been people-centric. After changing lives of hundreds of millions of its people, China, under the leadership of President Xi Jinping, is helping its neighbors to ensure better livelihood for their own population. China's multi-billion Belt and Road Initiative, a global infrastructure development project is all inclusive and aimed at ensuring inter-regional connectivity and economic development.

The China-Pakistan Economic Corridor (CPEC), the flagship project of BRI, has transformed lives in Pakistan at least by creating thousands of jobs through CPEC projects. As of September 2020, as many as 70,000 Pakistanis have been directly employed on different projects of the CPEC.

A recent study by CPEC Centre of Excellence, Ministry of Planning, Development and Reform of Pakistan showed that the CPEC could indirectly help create 1.2 million jobs until 2030 under its presently agreed projects.

Energy projects under the CPEC have so far been the biggest employment source in Pakistan. Roads, motorways and infrastructure projects under the CPEC also generated employment for a large number of local labor, both skilled and unskilled.

In order to promote economic development and employment in Pakistan, Chinese companies subcontract a large number of projects to local companies. This also develops relevant upstream and downstream industries, such as raw material processing and catering industries, which also provide more employment opportunities for the locals.

The recently approved project of Pakistan Railways for 'Up-gradation of Pakistan Railways existing Mainline-1 (ML-1) and establishment of dry port near

Havelian' would be the biggest project under the CPEC. It is believed that the ML-1 project will usher Pakistan in a new era of progress and economic uplift. Pakistani officials expect as many as 100,000 to 150,000 Pakistanis will get jobs under the project and its outsourcing.

A recent study by CPEC Centre of Excellence, Ministry of Planning, Development and Reform of Pakistan showed that the CPEC would indirectly help create 1.2 million jobs until 2030 under its presently agreed projects

Another large project with job opportunities is Diamer Bhasha Dam, which will be the third largest to be built after Tarbela and Mangla dams. Diamer Bhasha Dam is being constructed jointly by China Power Company and Frontier Works Organization.

The Water and Power Development Authority (Wapda) of Pakistan approved the award of Contract MW-1 Dam Part (Civil Works) and Tangir Hydropower Plant (THPP) to M/s Power China-FWO JV. As construction of the diversion system, main dam, access bridge and 21MW Tangir Hydropower Project goes ahead, around 16,000 locals could be assured of job opportunities.

In order to ensure supplies of adequate skilled labor from Pakistan, the Chinese side has proposed setting up six vocational training institutes across Pakistan to train thousands of Pakistani youth to work on different projects under the CPEC. Overall, ninety percent jobs under CPEC projects have been given to Pakistani workers.

In fact, Pakistan has benefited from the CPEC in several ways. Amid the construction of the CPEC, the country improved 39 positions in Ease of Doing Business (EODB) ranking in the last two years and was ranked at 108th position. It was recognized as the top reformer in South Asia.

Pakistan scored 51.36 points out of 100 on the 2019 Global Competitiveness Report published by the World Economic Forum. It scored 3.58 points in

2010, 3.57 in 2012, 3.41 in 2014, and 3.45 in 2016. Launching of the CPEC helped Pakistan score 51.08 points in 2018. These figures create numerous opportunities to attract foreign investments and would play a significant role in realizing industrial upgrading.

The CPEC has also been instrumental in making people's lives better in Pakistan by constructing roads, motorways, dams, power stations. In the category of roads, a total of 1,544 kilometers have already been constructed and 1,456 kilometers are under construction. In the energy sector, 5,320 MW of electricity has been added to the national grid while seven projects, which will generate 4,170 MW power, are nearing completion.

Hundreds of Pakistanis have so far secured jobs in cross-border optical fiber project. The route of the CPEC optical fiber cable project goes through Rawalpindi, Mansehra, Naran, Babusar top, Chillas, Gilgit, Karimabad and Khunjerab.

This project is expected to transform the trade corridor into a digital corridor under the CPEC. It will play a significant role in the provision of 3G and 4G services in Gilgit-Baltistan, and will enable advanced telecom facilities on CPEC route, providing direct access to Pakistan, China, Europe and the Central Asian countries. It will also facilitate trade, boost tourism and create IT awareness in the region and create thousands of jobs.

Pakistan has benefited from the CPEC in several ways. Amid the construction of the CPEC, the country improved 39 positions in EODB ranking in the last two years and was ranked at 108th position

With an estimated 61 million workers, 5.9 percent of whom are unemployed, Pakistan has the ninth largest labor force in the world. Around 2.5 million people enter the local job market annually while the majority of them lack necessary skills to meet the demands of the local industries. It can provide 445,000 skilled laborers annually ■



The writer is a freelance journalist for China Daily based in Islamabad.



Water: A Security Risk or Assurity

By Kanwal Shauzab

Water is a vital asset in order to sustain livelihood, food security and socio-economic development. Many countries are facing acute water shortages and Pakistan is no exception. According to WaterAid, Pakistan remains amongst the top ten countries with the greatest number of people living without access to safe water and there exists a considerable gap in access to essential WASH services amongst rural, poor and marginalized populations. Pakistan's water issues are fundamentally problems of water management rather than the water scarcity.

Furthermore, COVID-19 has impeded the progress of SDG 6 -provision of clean water and sanitation to billions of people around the world by 2030. World Health organization guidelines of washing hands more frequently for at least 20 seconds in order to prevent outbreaks, increased the water consumption and also shifted the global attention to unravelling water challenge. COVID-19 pandemic has shed spotlight on water shortage and mismanagement. This health crisis has become a testing moment for making investment in water, sanitation and hygiene services a top priority at global, national and local level. The global pandemic has further revealed gaps in access to WASH in Pakistan and emphasized its significance as a fundamental human right.

Water is considered to be the backbone of country's economy. It's direct contribution to the GDP is around 20% whereas about more than half of the population's livelihood depends on this sector. Pakistan being an agricultural economy suffers due to water shortage. According to the International Monetary Fund (IMF), Pakistan is the third most affected country in terms of water scarcity. If the problem of water shortage prevails, it might have drastic and long-ranging geo-political, financial and ecological effects on Pakistan. In Pakistan, drastic population growth, elite capture of basic public necessities, rapid urbanization, and shifts in production and consumption patterns have placed unprecedented stress on water resources. Pakistan is currently facing water issue in terms of availability and quality of drinking water which should be addressed immediately.

IT IS THE NEED OF HOUR THAT PAKISTAN SHOULD DEVISE PROPER MECHANISMS TO DISCUSS THE DEVELOPMENT OF NEIGHBOURING COUNTRIES' WATER INFRASTRUCTURE, WITH OR WITHOUT FORMAL TREATIES

Water security is likely to be among Pakistan's greatest challenges in coming times. Water is major driver of conflict in Pakistan for both internal conflicts

occurring due to uneven water distribution among provinces and also poses external threats from eastern neighbour like India. Water security is often narrowly conceived as the vulnerability of Pakistan's access to water in relation to India; however, the security implications of water scarcity extend further, involving China, Afghanistan and the Central Asian states. Water crisis is a critical issue as it impacts both human security and socio-economic stability.

Water security is indeed equivalent to national and regional security. Indian Prime Minister has been threatening our water security by declaring to revoke the Indus Water Treaty when he said, 'Blood and Water cannot flow together'. Pakistani leadership condemned this public statement of the Indian Prime Minister as an 'act of war'. It is the need of hour that Pakistan should devise proper mechanisms to discuss the development of neighbouring countries' water infrastructure, with or without formal treaties. We need regular, ongoing inclusive discussions with our neighbours on water infrastructural development, surface water flows and diversions. It is for Pakistan to initiate water negotiations with all our neighbours in order to respond to the growing population, projected economic growth, shrinking glaciers and declining water flows due to climate change. For a water-secure Pakistan, domestic water-sector reforms must be complimented with a new regional diplomacy approach.

WATER SECURITY IN PAKISTAN IS REACHING A CRITICAL POINT THAT DEMANDS URGENT ATTENTION AND REFORM. PROVINCIAL WATER POLICIES NEED MUCH ATTENTION, AND THE UNDERPINNING LEGAL FRAMEWORK IS INCOMPLETE AND NEEDS STRENGTHENING

Prime Minister Imran Khan's government's top priority is to secure water reservoirs and provision of clean drinking water to people across the country. Incumbent government is taking required measures to resolve water scarcity and mismanagement in Pakistan. The government has approved the Punjab Aab-e-Pak project to provide potable water to people during the next four years, across the province. The current times call for greater national cohesion to defeat the water crisis for good. Pakistan has to revisit the already formulated water policy of equitable distribution of water to all the provinces, but this time keeping in mind their contemporary requirements and climatic challenges. It is imperative to devise policy that is well coordinated, uniform and harmonious between our own institutions.

Being at the brink of being declared a water-stressed country, it is high time that our provinces rose above their respective political rhetorics and work in harmony to defeat this challenge. Failure on this is out of question; it will be extremely disastrous if Pakistan fails to overcome these water-related impediments. Greater engagement of multiple stakeholders is required at the local level in water management and the capacity-building of local institutions. Campaigns aimed at increasing awareness and behavioral change should represent an essential part of the government's water policy. The private sector should be brought into the public policy discourse over water management. Given the importance of water to Pakistan's economy, getting water resource management right will be essential to achieve sustainable, social and economic development.

Water security in Pakistan is reaching a critical point that demands urgent attention and reform. Provincial water policies need much attention, and the underpinning legal framework is incomplete and needs strengthening. We need to focus on water governance to ensure efficient water management. For effective water security governance, the starting point is to establish centres of excellence or institutes for water security policy and research should be conducted to generate authentic body of information for taking proactive actions to safeguard the rights of stakeholders.

It is pertinent to mention that there is a need to invest in research and development. Articulating policies based on assumptions or outdated data instead of evidence-based results is policy failure and may further aggravate the water related challenges. In addition to this, it is important to use technology to resolve water crisis. Water metering can be used to ensure efficient management and distribution of water resources. Installation of smart meters can make a difference by eradicating water wastage. Moreover, Pakistan needs to learn water conservation strategies from countries like Japan, Singapore, Saudi Arabia. The water issue has been ignored for far too long, and we cannot afford to shelve it any longer especially for developing nations like Pakistan that lack resources, resilience to disasters, and water governance. Timely and effective measures are need of hour to tackle water security issue in Pakistan ■



The writer is Parliamentary Secretary at Ministry of Planning Development and Special Initiatives.

A CORRIDOR FOR NEW CITY DEVELOPMENT

NEW ROAD NEW CITY

(RAWALPINDI RING ROAD PROJECT)

By Adeel Pervez

Rawalpindi and Islamabad are home to about 3.5 million people. Metropolitan area in these cities play a vital role of Pakistan's economy. It is the country's third-largest populated metropolitan area. Both cities are connected by road and public transport system, and their economies are closely interlinked. Rawalpindi is also a major logistics and transportation centre for Northern Pakistan.

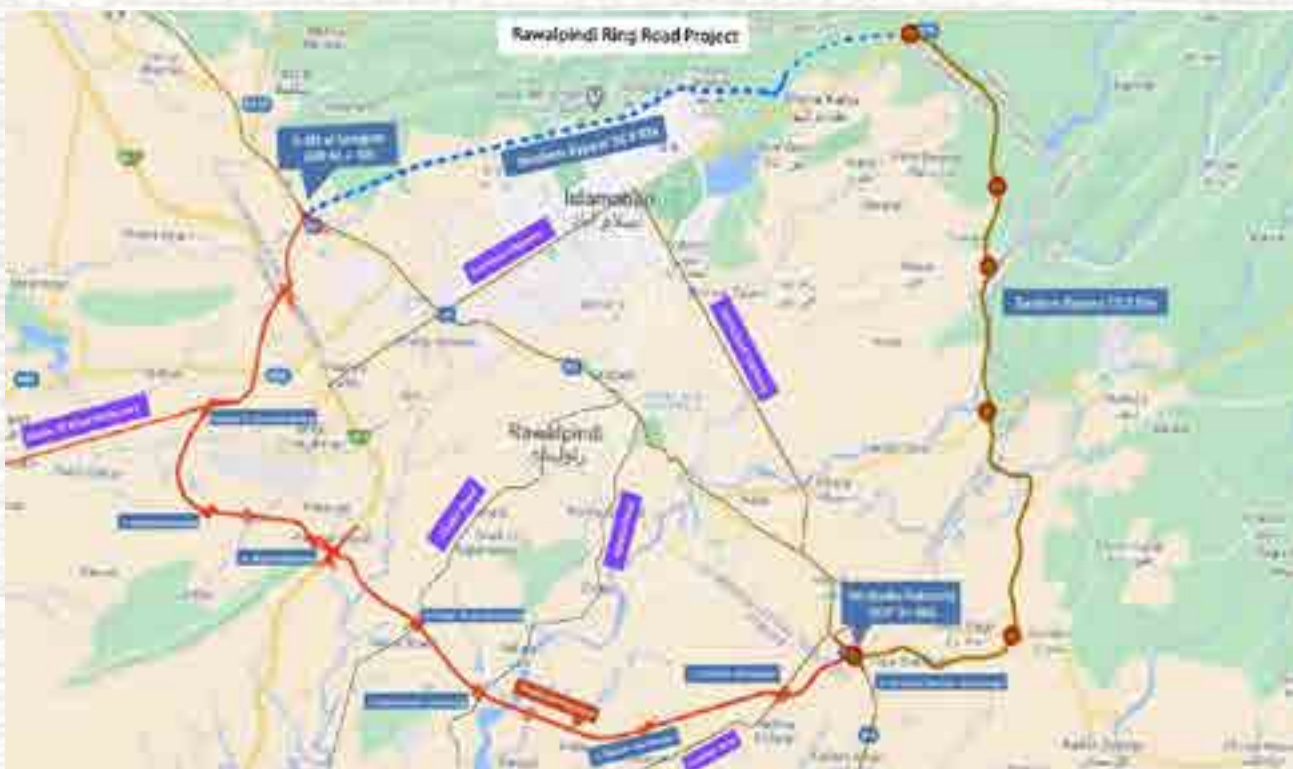
The National Highway Grand Trunk (GT) (N-5) is one of the most important national transport corridors in the country. This 1,819-km long highway connects Torkham to Karachi. Traffic movements, including 96 percent of external trade and 65 percent of total inland freight, passes through this corridor. One of the key bottlenecks on N-5 is the section which passes through the central areas of Rawalpindi city and make it a highly congested city. Rawalpindi city businesses also generate and attract goods traffic. Combined effect of the local and distant bound traffic causes congestion on urban roads which has already surpassed an unbearable level.

The traffic on G.T. road from Lahore to Rawalpindi/ Islamabad & to Peshawar and vice-versa is compelled to pass through heart of the City and this traffic combined with the local slow moving vehicles results in high traffic congestion. The integration of Capital Islamabad and Rawalpindi has further aggravated the traffic situation. The quantum of registered vehicles in Rawalpindi and Islamabad is increasing day by day and has ultimately congested the twin cities. Keeping in view the congestion in twin cities especially Rawalpindi City, the Government of Punjab

has planned to construct Rawalpindi Ring Road (RRR) on priority as the project has been a dire need for inhabitants of twin cities since last two decades. This proposed project will serve as a bypass to divert the traffic from inside city. This project will not only benefit for the decongestion in the twin cities but also provide the clean, healthy and safe environment in addition to the significant contribution to the national economic growth. The project will not only address the traffic problems in the urban areas of the twin cities but also curtail the travel time and cost significantly. Furthermore, shifting of commercial and economic activities along RRR on the proposed economic zones will facilitate decongestion and also lead to clean, safe and healthy environment.

RAWALPINDI DEVELOPMENT AUTHORITY (RDA) HAS IDENTIFIED THE ZONES BASED ON THE SUITABILITY FOR FORWARD AND BACKWARD LINKAGES OF THE INDUSTRIES DUE TO CPEC AND ML-1 PROJECTS. THE ECONOMIC CORRIDOR ALONG R3 SHALL UTILIZE THE EXISTING AIR, ROAD AND RAIL INFRASTRUCTURE AROUND THE PROJECT AREA TO MAXIMIZE THE POTENTIAL BENEFITS. AN INDUSTRIAL ZONE IS PROPOSED AT HAKLA-DI KHAN INTERCHANGE (CPEC ROUTE) BETWEEN RAWALPINDI-KOHAT ROAD (N-80) AND RAILWAY LINE CLOSE TO QUTBAL STATION

In 1990s Rawalpindi Development Authority (RDA) conceived a plan for provision of a Ring Road to de-congest the city. Now RDA's dream is going to transform



into a reality. The alignment has been finalized which starts from Rawat N5 Radio Pakistan, crosses Chakbeli, Adiala, Chakri road, Motorway M2 at Murat, passes south-west of new Islamabad International Airport, follows CPEC route near Mehlu village, crosses M1 and terminates at Sangjani.

OBJECTIVES

The Rawalpindi Ring Road Project is designed to provide a sustainable urban transport system in the project area and the broader region with the focus on accessibility and mobility.

The project is planned to keep in view the urban growth and public space along the alignment through integration of land-use and transport planning.

Therefore, providing a pleasant environment to live for and a holistic solution for integrated urban mobility.

- Provide a safe, congestion free and high-speed facility to the commuters.
- Alleviate the traffic congestion caused in the twin cities urban transportation system and curtail travel time and costs for the road users.
- Improve safety for both the road users and vehicles and limit vehicle's maintenance costs for the owners.
- Facilitate speedy travel of goods traffic on the Ring Road by bypassing the twin cities and save time for access to the destinations.
- Prompt Rawalpindi city's decongestion by identifying potential sites for Economic Zones.

SALIENT FEATURES

Total Length	66.3 KM
Package – I	N-5 Rawat (Radio Pakistan) to Hakla – DI Khan (CPEC route) 51.7 Km
Package – II	Hakla – D.I. Khan to M -1 (9.6 Km)
Package – III	5.0 KM
ROW	110 M
Lanes	6 Nos- with controlled access and provision of service lane on both sides
Interchanges	4+5=9 Nos
Completion Year	June 2023

A road is being developed with a provision of motorway standards with a provision of service road on both sides of the alignment. Nine (9) interchanges have been designed out of which government will construct only four (4) interchanges while five (5) interchanges will be constructed with the finances of the nearby private housing societies which will ultimately get benefit of the interchanges for easy access to all around. Furthermore, project proposal on Public Private Partnership (PPP) mode is being developed by the executing agency to provide fiscal space to the government so that focus should be on social sector.

Road transport is the backbone of Pakistan's transport system, accounting for 90 percent of national passenger traffic and 96 percent of freight movement. Over the past ten years, road traffic - both

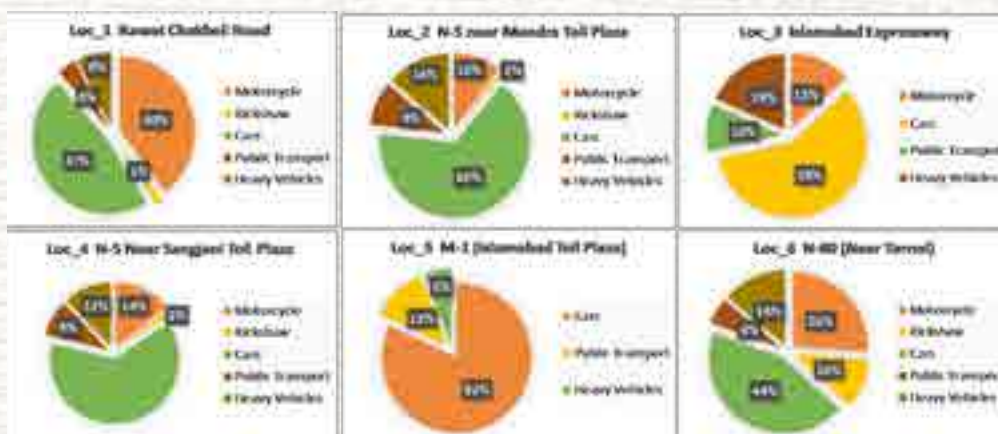
passenger and freight - has grown much faster than the country's economic growth. The 10,849 km long National Highway and Motorway network contributes 4.2 percent of the total road network. They carry 90 percent of Pakistan's total traffic. Pakistan, with about 220 million people, has a reasonably developed transport system. However, when compared with other developed and developing countries, the road density of Pakistan is low. Pakistan has a road network covering 259,197 kilometres including 172,827 KM of high type roads and 86,370 KM of low type roads. Total roads, which were 229,595 KM in 1996-97, increased to 259,197 KM by 2006-07- an increase of 13 percent. During the out- going fiscal year, the length of the high type road network increased by 3.2 percent, but the length of the low type road network declined by 5.6 percent. Extent of high type roads have increased by 37 percent since 1996-97. A sizable and continuous improvement of the high type road network can be observed from 2001 to 2007, where the network grew at an average rate of 3.3 percent.

road were the main corridors for the future growth, where development had already started in the form of private housing schemes etc. In addition to it, nearness of Lahore - Islamabad Section of the Motorway with interchanges at Chakri and Kashmir road, further opened up this area for development.

CITY CLUSTERS (BUSINESS HUBS, INDUSTRIAL ZONES, TRANSPORT TERMINALS, MIXED USED RESIDENTIAL ESTATES, EDUCATION HUBS, HEALTH CITY, VEGETABLES/ FRUIT MARKET, WHOLESALE MARKET, DRY-PORT, RECREATIONAL PARKS, LOGISTIC HUB ETC.) ARE BEING PLANNED ALONGSIDE THE RAWALPINDI RING ROAD FOR ECONOMIC UPLIFTING OF THE REGION

Considering the current growth of Rawalpindi City, special Special Economic Zones have also been

planned to develop in order to de-congest the twin cities. As currently, the project area is facing issues of water availability, however, the zones are being developed keeping in view the current issue and the new dams are being constructed to combat the water availability issue in future which



Development of the Rawalpindi Ring Road will help relieve the bottleneck on N-5. It will help alleviate congestion in the central areas of Rawalpindi city, and release space and save travel time for non-motorized traffic, public transport and commuting vehicles within the twin cities. It will also facilitate the growth of the Rawalpindi city towards south-western side in a planned manner. Segregating the strategic movements towards the southwest part of the city from local traffic will enhance the city's function as the national transport and logistic hub. It will also contribute in reducing reduction fuel consumption, vehicular noise and air pollution in the urban area.

Keeping in view past and present development trends of the city. The growth of the city is restricted on the North side by Khayaban-e-Sir Syed and Islamabad Highway. Similarly, on the North-Eastern side, Islamabad Highway and National Park are the physical barriers. As such, trend of the city at that time was towards south and south - western directions. Adiala Road, Dhamial road, Chakri road and Girja

ultimately will help in the development of Special Economic Zones along Rawalpindi Ring Road. City clusters (Business hubs, Industrial zones, Transport terminals, Mixed used residential estates, Education hubs, Health city, Vegetables/ fruit Market, Wholesale market, Dry-port, Recreational parks, Logistic hub etc.) are being planned alongside the Rawalpindi Ring Road for economic uplifting of the region.

New cities development is a significant tool for solving urban problems and promoting urban development. With the development of special economic zones, a new sustainable city will be developed along Rawalpindi Ring Road to solve the urban problems of twin cities. Special economic zones along R3 are being developed keeping in view the importance of the urban planning linkages with existing transportation paradigm.

The Government of Pakistan has planned to improve the infrastructure as Mainline 1 (ML-1) project is being launched to improve the economic activity in the

country in collaboration with the Chinese Government. Rawalpindi Development Authority (RDA) has identified the zones based on the suitability for forward and backward linkages of the industries due to CPEC and ML-1 projects. The economic corridor along R3 shall utilize the existing air, road and rail infrastructure around the project area to maximize the potential benefits. An industrial zone is proposed at Hakla-DI Khan Interchange (CPEC Route) between Rawalpindi-Kohat Road (N-80) and Railway line close to Qutbal station. This zone will provide support to the priority Economic Zones along under CPEC Project. A logistic hub has also been proposed along CPEC route (9.6 Km of CPEC Hakla - D.I.Khan route is being utilized under R3 Project) to deal with the activities related to transportation and distribution of goods for national and international transit.

NEW CITIES DEVELOPMENT IS A SIGNIFICANT TOOL FOR SOLVING URBAN PROBLEMS AND PROMOTING URBAN DEVELOPMENT

Moreover, another important features of the RRR Project is to provide the high speed passage/ facility to the passengers of the Islamabad International Airport as the RRR is passing south-west of the airport and is linked with airport through a proposed Airport Interchange. The rapid expansion of the airport-linked commercial facilities is making today's gateway of 21st century by providing a development for the distant travellers and locals alike for businesses, exchange knowledge and be entertained without going even fifteen minutes away from the airport. Keeping in view the concept of above, an "AEROTROPOLIS" zone has also been identified and proposed along RRR near Airport for development of aviation oriented business as Aerotropolis is being considered one of the ten ideas that will change the world in 21st century. Detailed design and feasibility Study of Rawalpindi Ring Road project has been completed and funds have been released for land acquisition of Package-I (51.7 KM) of the proposed road. Consultations with government departments and other organizations have been successfully steered to resolve issues. Environment and Social Impact Assessment Study



was completed and Environmental Approval from the concerned agency has been issued. Special attention was given to the forest cover and the environmental conditions of the area during the design/alignment selection of the proposed road. Although, alignment is passing nearby reserve forest but not a single tree will be cut from the reserve forest area. About 5600 plants are likely to be affected by the project, while the Government has planned to regrow 300,000 plants to be planted along the corridor and at available spaces. This plantation will not help to improve the green cover of the area but ultimately will also help to improve the air quality and aesthetics.

Conclusion and Recommendation

Road infrastructure projects on Public Private Partnership (PPP) are popular and lucrative for investor prospective for the timely provision of public services. Government must quantify the socio-economic benefits and ensure enforcement of regulations to materialize the benefits. Public interest in PPP project is the foremost factor. All stakeholders and key investors should be in line to maximize the project benefits in terms of cost and quality. Further, road infrastructure must be linked with urban master planning to improve the living standards of the public. Lastly, road agencies should be followed up with action plans, monitoring and remedial measures to ensure the effectiveness of environmental recommendations and decisions ■



The writer is an Environmental Expert at Project Management Unit-RRR-RDA.

Chinese 5G SMART Ports

By Dr. Hasan Yaser Malik

As worldwide ports are being set up they are leading to advanced operating system which are enhancing port functioning efficiency to next level. Chinese Port industry has already taken the lead in application of 5G technology to transform its ports into Smart Ports, which will emerge as a trend setter as the Smart Ports improve the process of unloading, loading, sorting, staking and automated container transportation. A Smart Port is an automated port that uses nascent technologies such as big data, Internet of Things (IOT), block chain solutions and other smart technology based methods to improve performance and economic competitiveness. With these technologies, smart ports can also improve environmental sustainability. Shanghai Zhenhua Heavy Industries (ZMPC) leading supplier of port equipment system solutions has recently released a white paper on 5G Smart Ports with Huawei, China Mobile and Vodafone highlighting that port automation and intelligent reconstruction has emerged as port industry's main goal. During second half of 2018, ZMPC

has been testing 5G applications on terminal equipment at Qingdao Port in eastern Chinese province of Shandong. 5G SMART port technology has also been tested at Shanghai Yangshan Deep Water and will soon be tested at Nansha Port in Guangdong Province.

A Smart Port is an automated port that uses nascent technologies such as big data, Internet of Things (IOT), block chain solutions and other smart technology based methods to improve performance and economic competitiveness

By adopting 5G SMART technological innovations ZPMC (the world's largest port machinery manufacture) has increased its presence across the globe apart from displaying growth in the port industry. Chinese company has provided products and services to about 3000 harbors in 103 countries, which accounted for more than 70 per cent of the global market. Worldwide Smart Ports market expects to reach 5.3 billion USD by 2024 from 1.7 billion USD in 2019.

Belt and Road Initiative (BRI) growth compared to developed countries, developing economies are more likely to see larger growth potential in adoption of Smart Ports market in future in Africa, South America and Middle East and among BRI ports. BY 2025, the coastal container hub ports aim at initially establishing an intelligent port operating system at China Ocean Shipping Company (COSCO) with a comprehensive perception, permeating interconnection and port-vehicle collaboration as proposed in Guiding Opinions on Building World-class Ports. COSCO Shipping ports have been working with Dongfeng commercial vehicles and China Mobile to develop 5G smart ports with Xiamen Ocean Gate Terminal serving as a test bed for new technology including the use of Automated Delivering Trucks taking the delivery boxes around the terminal to COSCO ship.



(Figure 2: COSCO Automated Truck moving container on port)

China is the sturdiest state in the maritime trading world with six out of the ten busiest ports on earth and close economic connections with the three of the remaining four-Singapore, Busan and Hong Kong.

Beijing will be spending almost 2 trillion USD on its Belt and Road Initiative (BRI), the biggest infrastructure project in history that aims to connect global ports and trade hubs from the Pacific to North Atlantic Ports. Qingdao, for example is Asia's first fully-automated 5G Smart Ports with record crane management capacity of more than 30 containers per hour, which means that it can unload a cargo ship faster than any port in the world.

China is the sturdiest state in the maritime trading world with six out of the ten busiest ports on earth and close economic connections with the three of the remaining four-Singapore, Busan and Hong Kong

China is leveraging 5G technology to foster the development of intelligent port construction as it aspires to become a leading country in intelligent shipping. The report on intelligent shipping development in Yangtze River Delta shows China has been leading in terms of automated port construction with its considerable number of automated container terminals in the country. The main 5G smart terminals include Xiamen Ocean Gate Automated Container Terminal in Fujian province, the first intelligent green terminal in China, the fully automated container terminal at the Port of Qingdao in Shandong province and the Yangshan Deep-Water Port in Shanghai, the world's largest automated cargo terminal. It has been observed, that more ports in the country are jumping on the bandwagon thanks to 5G technology. As 5G technology is vital for the development of Smart Ports which require strong connections with low latency, large bandwidth and high reliability.

The port of Qingdao was the world's first to apply 5G technology to operations in January 2017 and similar projects are being followed across the country. Later on 5G SMART Port

Innovation Lab of China Merchants Group was officially unveiled, pushing forward the construction of the first 5G smart port in Guangdong, Hong Kong and Macao Dawan District. Three self-driven cars were then officially put into service in Wuhan's Huashan Port, Hubei province along with a solution for intelligent transportation at ports. Development of 5G Smart Ports has also been accelerated by the construction of an intelligent logistics platform by Anhui province's Wuhu Port, for small and medium-sized inland ports in the country. According to Wang Haimin, deputy manager China COSCO Shipping Corporation has also signed a strategic cooperation agreement with China Mobile to build a 5G smart port joint laboratory.

China is leveraging 5G technology to foster the development of intelligent port construction as it aspires to become a leading country in intelligent shipping

As per the document jointly released by the Ministry of Transport and six other governmental departments, China is aiming to emerge as a global innovation hub for intelligent shipping development by 2025; the owner of core intelligent shipping technology by 2035 and form a high-quality intelligent shipping system by 2050.



(Figure 3: A SMART Port Control Room)

China Merchants Port (CMP) Group has also announced that its 5G enabled port

transformation project with Huawei, Alibaba and Tencent at the Haixing (Mawan) port at the mouth of the Pearl River in Shenzhen, in China is progressing as planned. The work on the Mawan Smart Port, previously known as the Haixing Intelligent Port, represents the first upgrade in China of a traditional sea port to an automated smart port.

It also weaves in a block chain-based ledger system for port trade, a high-precision Beidou based satellite positioning, automated port vehicles and machinery, plus sundry applications for 'smart customs', electronic systems, and green and low-carbon energy. De rigeur analytics based artificial intelligence (AI) systems will be deployed, as standard. The entire port setup will be based on CMP's own Core operating system. The adoption of 5G SMART port technology has raised CMP container's volume by 0.6 percent to 54.87 million twenty-foot equivalent units (TEUs), during the first six months of 2020, despite the impact of the global coronavirus pandemic.

It is time for Pakistan to adopt 5G Technology Smart and transform its ports in to Smart Ports for pragmatic development and beneficial contemporary prudence

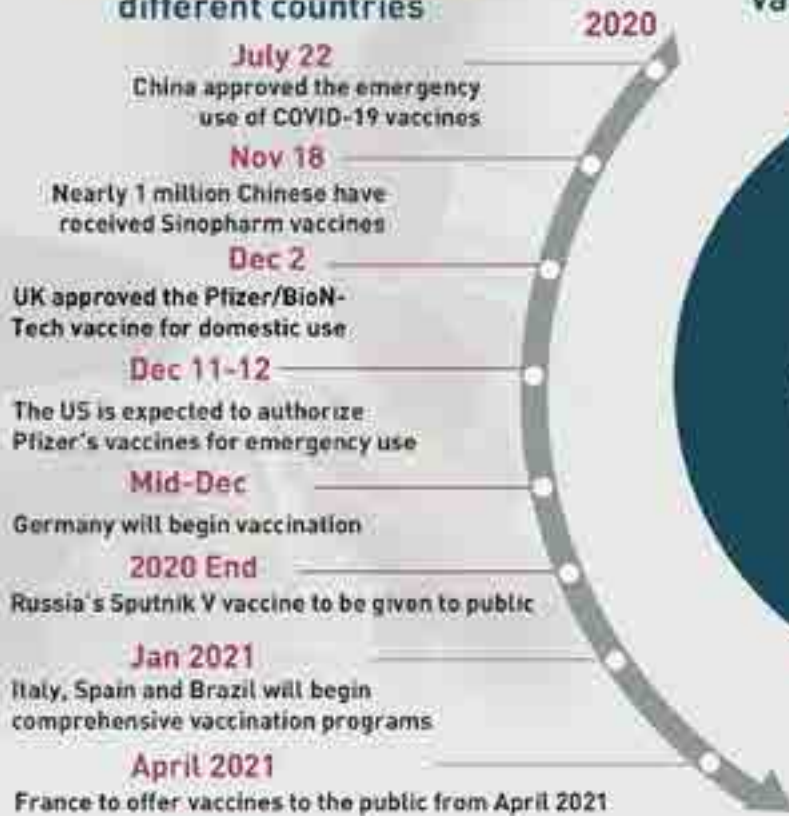
One of the key findings of the field trial is up to 70 per cent of labor costs that can be saved when a harbor uses the 5G automation upgrade, compared to traditional harbors with a fully automated harbor. The labor cost savings are estimated based on the project of automation at the Qingdao Port automation. It is time for Pakistan to adopt 5G Technology Smart and transform its ports in to Smart Ports for pragmatic development and beneficial contemporary prudence ■



The writer holds PhD in International Relations and is an expert on BRI, CPEC and maritime issues.

Global progress on COVID-19 vaccines: How many days until you get the first shot?

Schedule for vaccination in different countries



There are currently **214** vaccine candidates worldwide.



China's stance on world vaccine cooperation

China's COVID-19 vaccine will be made a global public good

China vows to work with other countries such as Japan and Germany

China will give vaccine priority to developing countries

China committed to provide \$2b in funding for global epidemic efforts in the next 2 years

China has joined COVAX, a global platform for vaccine R&D

5 out of 13

vaccines in Phase III trials come from China



Source: Xinhua, BBC, WHO, AFP
Editor and Graphic: Feng Qingyin/GT

GLOBAL TIMES



CHINA'S IMPROVING IMAGE IN CENTRAL ASIA

By Salman Omer Masood

Any rising power in the world cannot truly be considered a major world power if it does not possess soft power in addition to other major components like military might and a huge economy. Perhaps the central component of any country's soft power is how it is perceived by other countries. In China's case, it overwhelmingly possesses military might - given that it has the largest army in the world by active military personnel - and economic strength as the Chinese economy may overtake the current largest economy of the United States in a decade or so. However, in the past - strictly in comparison with China's economic rise - the increase in its soft power, especially with regards to its major component i.e. China's image abroad, might have proportionally lagged behind the huge growth in its economy. Yet, this has also changed after China started to invest more in improving its image and, by extension, its soft power; the positive results of such efforts are reflective of that. Central Asia is

one such region where the image of China has started to improve.

Central Asia is a region of utmost importance to China due to numerous reasons. One of them is the fact that this region is rich in energy resources including oil, coal and gas. Also, since China wishes to revive the ancient Silk Road in Central Asia mainly through the Belt and Road Initiative (BRI), it needs to be on good terms with all the countries in the region to achieve its objectives.

Since China wishes to revive the ancient Silk Road in Central Asia mainly through the Belt and Road Initiative (BRI), it needs to be on good terms with all the countries in the region to achieve its objectives

Given that the route from China to Europe passes through Central Asia, the region's importance to China becomes unquestionable. Therefore, it is needless to say that the perceptions about China

in this region must be positive. Even though the perceptions about China have largely improved in the region, there was a time when Sinophobia was prevalent in Central Asia.

Historically speaking, the image of, and perceptions about, China in the Central Asian region were not very positive. Such perceptions existed due to a number of reasons. Firstly, given the fact that Central Asian Republics (CARs) were all part of the USSR before its disintegration, the populations of these areas were made to know China as the enemy prior to 1991. In addition, after the CARs gained independence, they formed working relations with China but their populations initially remained unaware and uninformed about China and its activities. This added to the problem of China's poor image in the past.

However, still in the past, China had to ensure that its image in the CARs was a positive one, mainly because of China's aim to launch the massive infrastructure development and regional connectivity project, the Belt

and Road Initiative (BRI). Before it was launched, China knew that it indubitably needed the cooperation of all the countries of Central Asia (all the countries showed an interest to participate) if it was to be a success story. Thus by extension, China also needed to possess a positive image in these countries. This was not only to ensure the success of BRI infrastructure projects in the countries but also because developing people-to-people contacts and cultivating favorable perceptions about China in the countries which are part of the BRI remain some of the major objectives of China. Therefore, China took on the problem of its poor image in the Central Asian nations.

China made many efforts to tackle this issue and these efforts have translated into an improved image of China among the Central Asian populations. In Kazakhstan, the efforts to enhance the image of China have perhaps been the most fruitful amongst the CARs. There are two research centres - the China Studies Centre in the Library of the First President of Kazakhstan in Astana and the China and Central Asia Studies Centre - which are focused on studying China, and four Confucius Institutes.

Tajikistan may be a success story as far as China's image is concerned, as more than 90 percent of Tajiks view Tajikistan-China relations positively

'The main goals of Confucius Institutes are to teach Mandarin, disseminate Chinese culture, and promote a positive image of China globally. There are also Confucius Classrooms, most of which have been established at primary and secondary schools.' There are also

many Kazakh students studying in these institutes besides the many who study in Chinese universities. So these centres and institutes have gone a long way in improving China's image and acceptance in the country.

In Kyrgyzstan, there are also four Confucius Institutes operating in the country, and there are also thousands of Kyrgyz students studying in China. So it is no surprise that there has been notable improvement in the perceptions regarding China among the population. While a 2016 survey in Kyrgyzstan showed fifty four percent of people who viewed Kyrgyzstan-China relations positively, the same survey in 2017 showed sixty percent of people, a significant increase for one year.

Furthermore, in Tajikistan, there are two functional Confucius Institutes and many Tajik students are enrolled in universities in China. Tajikistan may be a success story as far as China's image is concerned, as more than ninety percent of Tajiks view Tajikistan-China relations positively (Sociological Survey 2016, Academy of Sciences, Tajikistan). In Uzbekistan, there are also two Confucius Institutes and a similar exchange of students, but there is little data to suggest improvements in China's image, as the isolationist stance of the now ex-President Islam Karimov contributed to a lack of understanding about China in the Uzbek population. Still, there is hope that the Confucius Institutes and the Uzbeks studying in China will eventually improve China's image in the country.

It is also predicted that 'in the long term, the Confucius Institutes and especially the Central Asians studying in China may become game changers. As growing numbers of Central Asians learn to speak and read Chinese and/or have positive personal experiences of living in Chinese society, perceptions may shift on a larger scale.' Therefore, the importance of these developments and exchanges in improving China's image in CARs cannot be undermined, and are sure to pay off in the near future. Not only will such developments improve China's image in the CARs, but they will also contribute to the BRI objective of enhancing people-to-people relations.

BRI projects will pay off especially in the long run, and perhaps the benefits gained through these projects by the CARs governments and populations will contribute even further in improving the image of China in the region

Overall, there is a positive trajectory which can be witnessed regarding the image of China in Central Asia. As China invests more in both the Central Asian states and in improving its own image in the CARs, perceptions about China in the Central Asian populations will continue to improve. BRI projects will pay off especially in the long run, and perhaps the benefits gained through these projects by the CARs governments and populations will contribute even further in improving the image of China in the region ■



The writer is a graduate of International Relations from Bilkent University and works at the China Pakistan Study Center at ISSI.



The Role of Digital Silk Road and Digital CPEC in BRI

By Dr. Abdul Rauf

Belt and Road Initiative (BRI) is considered to focus on the development of infrastructure. However, the Digital Silk Road (DSR) - which will facilitate digital connectivity through technology is going to be an important component of BRI. Connectivity through Digital Silk Road will convert the Silk Route into an information highway. The inclusion of DSR to BRI is just like 'adding wings to a tiger'.

The idea of DSR was made public in May 2017 at the opening ceremony of the Belt and Road Forum for International Cooperation, where Chinese President Xi Jinping mentioned that Big Data will be integrated into BRI to establish the Digital Silk Road of the 21st century. DSR is going beyond Big Data to include Quantum Computing, Nanotechnology, Internet of Things, Blockchain, Artificial Intelligence and Cloud

Computing. This will connect BRI countries with modern digital connectivity and to develop their own digital infrastructures. Such connectivity is very much essential to let people, businesses, financial institutions, markets and governments of BRI countries to communicate with each other. It will also help in developing telecom infrastructures, communication and Internet connectivity using common standards, data centres, digital economy and smart cities in BRI countries that will lead to a new era of innovation-driven development.

DSR is an information corridor where connectivity is achieved through multiple means of communication including optical fibre cable, satellites positioning and observation satellites, broadband wireless networks (especially 5G), data centres and sensing / monitoring networks. This will help in connecting financial markets and developing smart



PEACE submarine optical fibre cable route

Source: www.submarinecablemap.com

cities and infrastructures along BRI routes. Tracking, guidance and security of transport on BRI routes will also be enabled through these communication infrastructures. China called DSR as 'a community of common destiny in cyberspace'.

5G is an important component of DSR which is ultrafast networking technology allowing high-speed digital connectivity to mobile devices offering truly broadband services which is critical for Internet of Things and is going to transform the future of digital connectivity

5G is an important component of DSR which is ultrafast networking technology allowing high-speed digital connectivity to mobile devices offering truly broadband services which is critical for 'Internet of Things' and is going to transform the future of digital connectivity. China is clearly leading rest of the world in developing and implementing the 5G technology and standards where just Huawei owns more than 3000 patents for 5G and is offering high-quality 5G products at much lower prices. Quality combined with economical price tags is an incentive for many western countries as well.

This basis of tension between China and US on the 5G issue is a battle for dominance in the arena of global connectivity. It is a matter of power and influence linked with the ownership of communication infrastructures leading to access and control of the information and data transferred over 5G networks. In 5G technology, Chinese companies have taken a clear lead while the Western



Source: www.arcweb.com

countries are lagging behind. This tension is expected to increase in the coming days as China makes advancements in the technology and tries to achieve the status of a global technology power. US is worried as Chinese technology is going to be used in DSR which will not give any access to US for monitoring, surveillance and interception of information and financial data flowing across BRI countries, especially since data is the 'new oil' of the 21st century. The use of 'made in China' technology will give a clear edge to Chinese companies in reaching markets of BRI countries over their US competitors. US is thus not going to tolerate the technology dominance of any other country in the global communications arena. US wants its allies to join in blocking or limiting Huawei 5G technologies. If things are not settled, then instead of uniform global standards, we may see two different technology standards and regulations for 5G with interoperability difficulties. This is not a good sign for the technology as this is going to impede progress and cause delays in deployments. Thus in the arena of technology, the US-China rivalry will make this uni-polar world, bi-polar again.

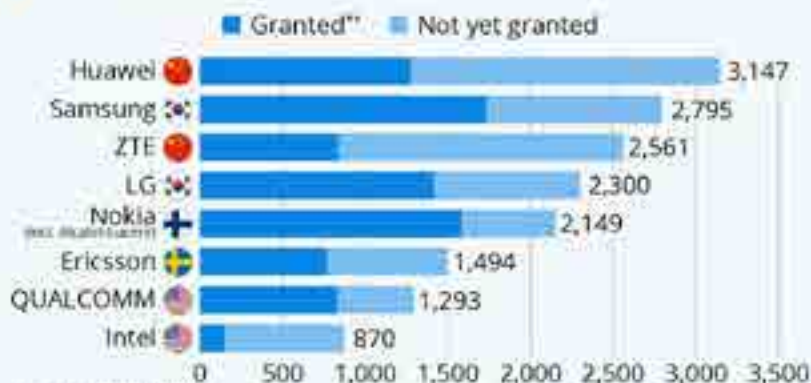
CPEC is the flagship project of the BRI, in the same way as 'Digital CPEC' is going to be the flagship

project of DSR. Despite significant delays in other CPEC projects, the 820 km Pakistan-China Optical Fibre Project is already operational since July 2018, as an early harvesting CPEC project with an investment of 44 million US\$ 85% of this being provided by Export-Import (EXIM) Bank of China in the form of a concessionary loan.

The Pakistan and East Africa Connecting Europe (PEACE) is an optical cable link deployed by Huawei Marine, linking China with the Arab world, Europe and Africa. This link is 12,000 km long and provides the shortest high-speed communication / internet link between Asia and Africa. Chinese BeiDou Navigation Satellite System (BDS) is commercially available worldwide (including Pakistan) as an alternative to the Global Positioning System (GPS) owned by the US government. A concessional loan of 124 million \$US is also provided to Pakistan to buy Huawei products for Islamabad Safe City Project. In April 2019, Pakistani government signed a Memorandum of Understanding with Huawei to build a data centre in Pakistan. Pakistan needs to get maximum benefits from the research capability of Chinese companies by importing technology instead of just importing the products and should focus on local capacity building.

Who Is Leading the 5G Patent Race?

Companies which have filed the most patents for 5G technology*



As of February 2020

* 5G SEP patent families, which is a group of patents covering the same technological area

** 5G SEP families with at least one granted patent counted

Source: IPlytics

The COVID-19 pandemic has slowed down the work on physical CPEC infrastructure development since travel bans have restricted physical movements, yet we can focus on the digital component of CPEC. We have seen in the present pandemic that digital connectivity is of much greater value than physical infrastructure not only to connect people but to keep the economy, education, health services and other daily affairs running. The cost and time required to develop digital infrastructure is much lower than physical infrastructure but the dividends are much more. As a comparison, the US\$ 44 million spent on 820 km long Pakistan-China optical fibre could be used to build only around a hundred kilometres of railway line in Pakistan.

Digital CPEC portion of DSR has great potential for Pakistan to transform its economy to a digital economy by increasing use of e-commerce and e-payments. This will have significant impact on the country's overall economic growth as witnessed in other countries.

Pakistan needs to get maximum benefits from the research capability of Chinese companies by importing technology instead of just importing the products and should focus on local capacity building

Countries with improved connectivity are at a much better competitive advantage than the rest of the world. We must know that countries are now progressing through their companies and markets, where governments are just providing an enabling environment to these companies to establish, operate and grow. We, in Pakistan, thus need to give those incentives to our domestic companies to grasp their due market share. Local Pakistani companies need to explore the vast Chinese market and join hands with Chinese companies to learn and find new business opportunities.

At the same time, we need to educate and train our people to learn new skills in order to form a knowledge based society. The Fourth Industrial Revolution (4IR) is going where not the traditional infrastructures but cyber-physical systems, robots, Internet of Things, Cloud Computing and Artificial Intelligence are employed. The most important part is interconnections or networking for these technologies to operate, thus essentially wanting an efficient and reliable digital connectivity.

The digital CPEC part of DSR is actually the real game changer for Pakistan, as in the long run viability, efficiency and sustainability of the traditional CPEC infrastructures will depend on the digital connectivity. Availability of improved and reliable ICT connectivity at affordable prices will bring improvements in every sector. Digital connectivity is quite helpful in countering unbalanced regional developments and reducing poverty. It has the great potential to bring development in underprivileged mountainous regions of Pakistan as such areas provide ideal locations for establishment of data centres and this is because of two important reasons. Firstly, availability of water resources to provide cheap hydro power and the climate to keep these data centres cool. Secondly, digital connectivity can bring new opportunities for the people of this country and enable our youth to be part of cross-border global digital economy without any physical displacement. Once we are dealing with information and data, we must understand the data privacy and cybersecurity risks and take necessary safeguards to protect our digital assets ■



The writer holds PhD in Telecom Engineering from University of Sheffield, UK and is a faculty member at NUST.

Picture for the Quarter



Friendship between China and Pakistan is based on trust and mutual support, and we have been devoted friends in both good and hard times. Our friendship is a pacesetter for amicable relations between countries- President Xi Jinping.



CPEC

Geo-Economics VS Geo-politics

By Hibba Fazal

In today's globalized world, there is no doubt that, following the geo-economics rather than geo-politics would offer multi-faceted incentives to various regions and countries in the form of faster economic growth, creation of jobs, socio-economic development, energy cooperation and regional connectivity. In this context China's initiatives relating to regional connectivity and infrastructure development in the form of Belt and Road Initiative (BRI) and Asian Infrastructure Investment Bank (AIIB) offer great opportunities to all the countries for a win-win cooperation.

CHINA-PAKISTAN ECONOMIC CORRIDOR (CPEC) IS A MEGA PROJECT DESIGNED TO CREATE ECONOMIC INTERDEPENDENCE NOT ONLY BETWEEN CHINA AND PAKISTAN BUT ALSO AMONG OTHER REGIONAL COUNTRIES

The traditional trend of geo-politics based on power projection is no longer attractive as it creates dominance and hegemony of a few selected countries. China-Pakistan Economic Corridor (CPEC) is a mega project designed to create economic interdependence not only between China and Pakistan but also among other regional countries. CPEC is a corridor of geo-economics rather than geo-politics.

Opposition of CPEC by India is an effort to falsely propagate this project as a geo-political issue. For the sake of regional prosperity India should not oppose Chinese investment in South Asia. India must review its zero-sum policy as the peace and cooperation in South Asia is being hampered by this policy. There is a dire need to replace the existing policy of competition and conflict with a new paradigm of geo-economics on the basis of mutually beneficial cooperation, which will lead to harmony and peace.

USA, which earlier had an ambiguous stance on China's Belt and Road Initiative of which CPEC is an important component has started criticizing it immensely. The Trump Administration on October 4, 2017 threw its weight behind India's opposition to the CPEC, saying it passes through a disputed territory and no country should put itself into a position of dictating the Belt and Road Initiative. Although, BRI is an inclusive project and offers equal opportunities to India in the form of Bangladesh-China-India-Myanmar (BCIM) Economic Corridor but India due to its alignment with US and Japan is not interested in taking part in this Corridor. Unfortunately, Indian attitude towards it reflects that they are not in a mood to benefit from China's regional connectivity initiatives. India skipped the Belt and Road Forum (BRF) in May 2017 held in Beijing. It claimed that it was a threat to Indian sovereignty and said that the corridor was passing through disputed territory. India even claims Jammu and Kashmir as its integral part where as Pakistan claims Jammu and Kashmir as its jugular vein. Indian Ministry's External Affairs spokesperson said 'I reiterate that the Union Territories of Jammu and Kashmir and Ladakh, including the area of so-called 'Gilgit-Baltistan', are an integral part of India by virtue of the legal, complete and irrevocable accession of Jammu and Kashmir to the Union of India in 1947'. Such kind of

controversial statements are aggravating the situation in the region. US backing to India's stance has also increased the tensions not only between the US and Pakistan but between already strained relations of US-China as well.

CHINA HAS REPEATEDLY REITERATED THAT CPEC IS NOT DIRECTED AGAINST THIRD PARTIES, HAS NOTHING TO DO WITH TERRITORIAL SOVEREIGNTY DISPUTES, AND DOES NOT AFFECT ITS PRINCIPLED STANCE ON THE KASHMIR ISSUE

It was reported in the media that US Defence Secretary while briefing the Senate Armed Services Committee highlighted that the US also believes that CPEC is passing through disputed territory. Both China and Pakistan have dismissed the US reservations over CPEC emphasizing that it is an economic cooperation initiative for the socio-economic development of the people in the region and beyond. Pakistan has its firm stance that India is doing propaganda against CPEC to divert the attention of the international community from Jammu and Kashmir dispute.

Many experts are of the view that CPEC has nothing to do with the issue of sovereignty as India claims. In CPEC Parliamentary Committee members have rightly raised a question that why wasn't the same reference of Jammu & Kashmir being a disputed territory made when the US built the Mangla Dam in Azad Jammu and Kashmir?

The Chinese Foreign Ministry also dismissed US concerns saying that the United Nations backed BRI and that CPEC was an economic cooperation initiative. It added that China has repeatedly reiterated that CPEC is not directed against third parties, has

nothing to do with territorial sovereignty disputes, and does not affect its principled stance on the Kashmir issue. It highlighted that over seventy countries and international organizations have signed cooperation agreements with China on OBOR - and that the UNGA and UNSC have also incorporated it in their important resolutions. Chinese perspective is clear and it's believed that the Belt and Road Initiative is in line with the trends of the time and conforms to the rules of development and is in line with the interests of the people of all countries and has broad and bright prospects for development.

USA should not be involved in India's nasty scheming regarding CPEC and BRI. All such efforts would remain counter-productive and would lead to isolation of US as majority of countries are in favour of BRI.

It is beyond understanding why India is raising the issue of sovereignty regarding CPEC, as it is not passing through Indian Territory; it is passing through Northern Areas of Pakistan even if it is considered a part of Azad Jammu and Kashmir that too under Pakistan's administrative control. The reason US is giving so much importance to Indian concerns is that US fears the rise of China as its competitor. On the contrary, US being a champion of human rights should have persuaded India to stop brutal use of force against innocent Kashmiris in the Indian Occupied Jammu and Kashmir. Pakistan, repeatedly has emphasized that the China Pakistan Economic Corridor is an inclusive and commercial project and must not be politicized ■



The writer holds a Bachelors in Global Business Management from Regents University London.

How China's Belt and Road Initiative is Re-Shaping the World

By Jamal Ahmed



What might be common between a highway in Pakistan, a multi-purpose port in Djibouti, a rail terminal in Hungary, and a seaport in Sri Lanka? The commonality is that they all are a part of China's Belt and Road Initiative (BRI).

The multi-trillion-dollar project is the most ambitious infrastructure project in recent history, aiming to re-direct international trade by drawing in more than 130 countries across the globe. It spans over three continents and connects more than 60% of the world's population through a network of roads, railways, highways, pipelines, aviation, fiber optics, and telecommunication infrastructure.

This development strategy consists of two main components. Firstly, an overland Economic Belt, along the ancient Silk Road, of six economic corridors; and secondly, the Maritime Silk Road, a chain of sea-ports stretching from the South China Sea to Africa. Both these components will substantially re-route foreign trade to and from China.

President Xi Jinping's signature foreign policy initiative, BRI, is exerting far-reaching consequences for the International geopolitics. It is shaping up to be China's silver bullet tackling the US's geopolitical hegemony

President Xi Jinping's signature foreign policy initiative, BRI, is exerting far-reaching consequences for international geo-politics. It is shaping up to be China's silver bullet tackling the US' geo-political hegemony. The colossal infrastructure investments are further paving the way for a new era of growth for economies worldwide, attracting the countries to be a part of this transcontinental project.

The flagship project, China-Pakistan Economic Corridor (CPEC) is one of the most lucrative economic corridors of the BRI. In 2018, the Gwadar port, highway, and railway network became a \$62 billion corridor; the Gwadar port is where the economic belt

meets the maritime Silk Road. This initiative is proving to be beneficial for both countries.

In 2016, Pakistan saw its highest GDP growth in almost a decade. On the other hand, China will secure the shortest access to its markets in Asia, Europe and beyond through the Arabian Sea, compared to the risk-prone Malacca strait, saving a massive amount of time and money.

Pakistan has already started to reap benefits from the deals: projects related to the energy sector have added up to 7000 MW electricity to the national grid, alleviating the industrial sector from energy shortages. Moreover, the recently inaugurated Orange Line Train, an automated rapid transit system in Lahore is also part of the diverse array of projects of the BRI in Pakistan.

The rapid upgrades of the transport network and the establishment of the Special Economic Zones in Pakistan will transform it into a regional economic hub. Besides China and Pakistan, the CPEC will also have promising effects on Iran, Afghanistan, and even India. Even despite the looming fear of the pandemic, the CPEC continues to be one of the most active programs of the Belt and Road Initiative, transitioning towards the second-phase with a focus on agriculture, IT, and socio-economic development.

Similarly, the advent of BRI has positioned China as Africa's biggest trade partner and the largest supplier of overseas construction projects as well. Although China was already making major advancements in Africa's development sphere, it is under the Belt and Road Initiative that the massive multitudinous infrastructure projects gained momentum. The \$4.5 billion railway connecting landlocked Ethiopia to Djibouti's Red Sea, the \$11 billion Lagos-Calabar coastal railway in Nigeria, and the \$526 million dam in Guinea provides an ostensibly massive opportunity for the economically struggling African countries.

According to the official figures of China's General Administration of Customs, China's total trade volume with Africa skyrocketed to \$208.7 billion in 2019, more than a 100% increase since 2009.

China's evident success in Africa is due to its matchless vastness and depth in its engagement with Africa. The past decade saw the number of Chinese firms in Africa surge to over 10,000, creating nearly 300,000 jobs. More than 80% of employees in these firms are Africans, as per the McKinsey & Company report.

At the 2018 Forum for China-Africa cooperation in Beijing, Africa was offered \$60 billion for development financing until 2021 with no strings attached. As financing from Western countries is prone to strict conditionality, which is an inconvenience for African countries, 49 of 54 African countries have signed MoUs on cooperation with China, according to China's official statistics.

As China leads the enhancement of economic activity in Africa, its influence is also widespread; more countries from Africa attended the FOCAC summit than the UN General Assembly meeting in 2018.

In the 5 years after 2014, Chinese outbound direct investment to CEECs grew by almost 100% from \$853 million to \$1.7 billion. Three countries – namely Hungary, Poland, and Czech Republic – accounted for more than two-thirds of the total investment

On the other hand, Europe is also playing an increasingly pivotal role in the Belt and Road Initiative, especially the Central and Eastern European Countries (CEECs). Bearing a strategic link between Asia and Western Europe, the strengthening of the Sino-CEEC relations is vital to the success of BRI.

Chinese direct investment was negligible before 2004. However, after 2011 the EU became one of the biggest recipients of Chinese capital, while bilateral trade also blossomed. In the 5 years after 2014, Chinese outbound direct investment to CEECs grew by almost 100% from \$853 million to \$1.7 billion. Three countries - namely Hungary, Poland, and Czech Republic - accounted for more than two-thirds of the total investment.

Moreover, to balance the huge trade deficit with China, becoming investing partners in the production, development, and telecommunication industry, the CEECs will see a rise in the new trading patterns of China.

Some European countries have shown greater participation in the initiative which has helped them rejuvenate their economies. For instance, Poland has not only established a strategic partnership but is also a founding member of the Asian Infrastructure Investment Bank (AIIB). Meanwhile, Hungary was the

first European country to sign a MoU on BRI and has signed deals to build the Budapest-Belgrade railway link. The 85% Chinese-financed railway network will reduce the travel time between Hungary and Serbia by 5 hours to merely 3 hours. The further extension of the track into Macedonia and Greece can give China access to the Aegean and the Mediterranean Seas.

The ongoing COVID-19 pandemic has not only created a public health crisis in almost every country, but has also slowed down the global economy by disrupting the trade flows. However, this is not the only issue faced by the Belt and Road Initiative. The fruitful economic relationship between China and their partners is paving way for strong political alliances, which threatens the West's geo-political control. Hence unsurprisingly, the Trump administration continuously demonized China, using them as a scapegoat for their foreign policy failures.

In 2019, the European Union denounced China as a systemic rival and as an economic competitor as fears about China exporting its authoritarianism loomed overhead. Despite the hardened tone, European countries continued to become a part of the initiative. For instance, Italy became the first G-7 country to sign MoU, and deals worth a \$2.8 billion, helping it overcome economic stagnation.

Other countries like France have ongoing concerns about Huawei and the Chinese high-tech company's role in the development of European infrastructure. However, with the change in the American administration, European countries will be more likely to forge partnerships with China.

The unilateral nature of the initiative, lack of perceived transparency, fear of China 'exporting' its authoritarianism model, and rising debt concerns have been the core arguments from the critics of the Belt and Road Initiative. Despite these concerns, a research paper by John Hopkins University states that most Africans do not view themselves as victims of Chinese exploitation and according to the Brookings Institution; China is seen as 'more flexible and less bureaucratic'.

If China pursues its policy of soft loans, political non-interference, and the ability to match the rising demands of goods and services swiftly, then it will continue to affect global trade, investment, and infrastructural landscape in significant ways opening the era to win-win cooperation ■



The writer is a graduate from University of London.



Chinese Coin Collector and a Businessman

Yu Man Hua

By PIVOT Team

PIVOT: Please give us a brief introduction about yourself and tell us about your occupation?

YMH: My name is Yu Man Hua. I am the legal representative of my auto (vehicles) parts company namely CEO. Smiles. We export spare parts of automobiles to different countries of Europe.

PIVOT: You have worked with Germany, Canada, and France etc. With reference to your spare-part business do you plan to invest in Pakistan or bring your business to Pakistan?

YMH: At the moment, I cannot say if I would invest in Pakistan. However, I might think about it in future after viewing if this business has a growing market in Pakistan.

PIVOT: How do you view Pakistan-China friendship?

YMH: Pakistan and China friendship is described by the leadership of both countries as higher than mountains, deeper than the oceans, and of late, sweeter than honey. It is a unique success story in the international system we live in, yet the association is based on comprehensive geo-strategic and realist designs. An important supporting factor in the further strengthening and diversification of the relation would be how effectively both countries improve their economic relations. For me, China-Pakistan friendship is very important and I have great respect for this camaraderie.

PIVOT: Have you ever been to Pakistan, what fascinates you the

most about our country?

YMH: I have never been to Pakistan. But Pakistani culture and traditions interest me a lot. I would love to visit Pakistan in near future and visit its historical and cultural sites and interact with Pakistani people.

An important supporting factor in the further strengthening and diversification of the relation would be how effectively both countries improve their economic relations

PIVOT: We have heard that you have a hobby of collecting coins.

Please give us a background of what sparked this interest and how you became a coin collector?

YMH: Being a businessman, I travelled quite a lot across China and also did make a few overseas trips. I was always interested in the ancient coins we had in China, especially the different designs, and would often keep coins that appealed to me. My involvement with coin-collecting really took off when I started attending exhibitions of coin-collectors across China. In these exhibitions, I was fascinated with the design, and the production process. Attending and organizing such exhibitions gave me a deeper understanding of the coining process and an overall appreciation of coins in general. I think that collecting ancient coins in a way gives you a glimpse of culture and history of a place.

PIVOT: Can you tell us a little about the history of Chinese currency?

YMH: The history of Chinese currency spans more than 3000 years. Currency of some type has been used in China since the Neo-lithic age which can be drawn back to between 3000 and 4500 years ago. Cowry shells are believed to have been the earliest form of currency used in Central China, and were used during the Neo-lithic period.

Around 210 BC, the first emperor of China Qin Shi Huang (260-210 BC) abolished all other forms of local currency and introduced a uniform copper coin. Paper money was invented in China in the 9th century, but the base unit of currency remained the copper coin. Copper coins were used as the chief denomination of currency in China until the introduction of the Yuan in the late 19th century by the China. Currently, the renminbi is the

official currency of the People's Republic of China. It is the legal tender in mainland China, but not in Hong Kong or Macau. The special administrative regions of Hong Kong and Macau use the Hong Kong dollar and the Macanese pataca, respectively. Chinese ancient coins are era marks. These are cultural attributes and have intense impact on the history of China.

It goes without saying that the currency and the food of a nation is an important part of its culture. As such to learn about a country, be it China or Pakistan, you must familiarize yourself with its cultural artifacts, its currency and its culinary

PIVOT: What do you find different about Chinese coins from the coins/currencies of other nations?

YMH: I only got a chance to collect ancient Chinese coins. So far, I have not collected coins from foreign countries. But in my

opinion coins hold historical stories of a land and they in a way narrate the history and tales of their cultural origin, political origin and economic setup of a place.

PIVOT: In your collection do you also have any coins from Pakistani currency?

YMH: I do not have a proper collection of Pakistani coins as of now. But one of my Pakistani friend- Tayyaba Sadaf- brought a few coins from Indus Valley Civilization for me. She told me that those were the master replicas made out of mud.

PIVOT: Have you displayed your coin collection in China?

YMH: Yes. I have exhibited my collection of coins several times across China. People were thrilled to see my collection and the feedback I got from the audience was overwhelmingly positive. In future, I plan to organize large scale exhibitions.

PIVOT: Would you like to showcase your coin collection in Pakistan?

YMH: I would love to show-case my collection in Pakistan. After all, Pakistan is the Iron- brother of China and this will also bring the people of two countries even closer.

PIVOT: How do you see the





people to people contact between Pakistan and China? Any recommendations on how it can be improved?

YMH: The extraordinary friendship between China and Pakistan is 71 years stronger this year. Over the years, this friendship has led to ever closer cultural integration between the two countries as many Chinese started visiting Pakistan and Pakistanis have begun visiting China. It goes without saying that the currency and the food of a nation is an important part of its culture. To learn about a country, be it China or Pakistan, you must familiarize yourself with its cultural artifacts, its currency and its culinary.

Pakistanis are very friendly and easier to bond with. I think there should be more efforts to develop the economy so that people to people contact can be enhanced more.

PIVOT: How do you see China Pakistan Economic Corridor. Do you think it has played a central role in making China Pakistan friendship even stronger than before?

YMH: The China-Pakistan Economic Corridor has emerged as a blessing both for Pakistan and China. Not surprisingly, the people of the two countries have great expectations from the CPEC in terms of economic growth and regional development. Only a few years on this mega-venture has given Pakistan so much power on the economic front that many central Asian and Arab countries are eager to invest in Gwadar and elsewhere in Pakistan. Countries such as Malaysia, Turkey, Russia, Central Asian and European states are looking forward to invest in the CPEC as well.

PIVOT: Do you think Pakistani middle class has a potential to improve spare-part business in Pakistan?

China-Pakistan relationship has withstood the test of time and change of international situation, and has become a model for countries that have different social systems but co-exist in harmony and enjoy friendly cooperation

YMH: As of what I have come across, Pakistan is no more largely an agricultural, rural society, where landowners hold power over the economic, social and political space. Society has transformed from a rural, feudal one into one that is urban and middle-class. With regards to

spare part business I think there is a huge potential for middle class in this arena. However, the government and private business sectors need to facilitate people through capital and technology.

PIVOT: What message will you like to give to your Pakistani friends?

YMH: China and Pakistan are friendly neighbors linked by rivers and mountains. China-Pakistan relationship has withstood the test of time and change of international situation, and has become the model for countries that have different social systems but coexist in harmony and enjoy friendly cooperation. The Chinese side has been working with the Pakistani side hand in hand, to expand exchanges and cooperation in all fields, so as to inject new vigor and vitality to the China-Pakistan strategic partnership they have to strive hard to make phase 2 of CPEC successful and should put forward joint efforts in all CPEC projects so that both the countries would achieve the desirable results out of CPEC ■



You can go outside again.
Criminals can too.



Protection
is a must.
Spot the
scams!

Still spending plenty of **time online**?



Still
teleworking?

Only access
company data with
company equipment



Stay alert and
keep applying
good practices

- Watch out for phishing and malware attacks
- Use safe online video-conferencing solutions
- Back up your data and keep software updated
- Use strong passwords
- Avoid spreading misinformation

OUT AND ABOUT
CHILDREN'S SAFETY: A PRIORITY

WHEN AT HOME
PROTECT YOUR FINANCES



Take the time to
discuss the rules
of the new normal



Talk about
online and
offline safety

Encourage using
devices in communal
areas of the home



Stay alert for
signs of distress

Watch out for
too-good-to-be-true deals!

- Investment bargains and traps
- Cheap offers for goods and services
- Suspicious job opportunities



Goodbye
cash
Hello online
payments

- Use secure connections for online transactions
- Deal with reputable websites only
- Use credit cards for online shopping



Assessing cryptocurrencies?

- Buy in liquidity and avoid investment schemes
- Choose a reputable exchange
- Consider storing it in a hardware wallet



CHINA-INDIA GEO-STRATEGIC RIVALRY AND ECONOMIC COMPETITION

By Dost Muhammad Barrech

Both China and India are two ancient civilizations, economic giants and military powers and are most populous countries of the world, contributing significantly to the global economic growth. Both states in pre-colonized era of South Asia had amicable relations that later deteriorated in post-colonization of the South Asia. Their skirmishes on borders in June 2020 in which, 20 Indian soldiers were killed, caught world's attention overwhelmingly. Previously, both states also fought a war in 1962 on territorial issues due to growing tensions over Tibet, in that brief war India suffered defeat. Meanwhile, there is a prevailing debate among the experts who claim that India can be compared with China.

INDIA CANNOT BE COMPARED WITH CHINA IN REALM OF ECONOMY, MILITARY, POLITICS AND DIPLOMACY. CHINA'S ROBUST ECONOMY ENABLED HER TO ACCELERATE ITS ECONOMIC, POLITICAL AND MILITARY POWER ACROSS THE GLOBE

Apparently, India cannot be compared with China in realm of economy, military, politics and diplomacy. China's robust economy enabled her to accelerate its economic, political and military power across the globe. Its economic growth and economic success in last 40 years have stunned the entire world. The country made economic progress not only by its state economic policies but also by social policies. Currently, for the first time in history the world is seeking economic assistance from China. COVID-19 was declared a pandemic by World Health Organization damaged Chinese economy severely. However, China took hold of the situation, controlled the spread of virus, and was soon back on its feet in no time. China, unlike India is the only economy to eschew economic recession in 2020. According to the World Bank, the world as a whole economy is predicted to be contracting at 5.2%, while China's economy in this year is expected to be increasing by 1.6%. On the other hand, Indian economy cannot be compared with Chinese economy. Its economy during COVID-19 has constantly been confronted with a rapid economic recession with contracting rate of 23.9% until June 2020. GDP rate of the country has constantly been shrinking. In March 2018, Indian GDP growth rate remained 8.2% that has sharply declined to 3.1% in August 2020.

China has world's largest population of 1.4 billion still its population is considered to be more productive than that of India, contributing considerably to world's economic growth. Its per capita income in 2000 remained merely 1,000 USD that has now achieved a monumental milestone by reaching (10,276 U.S. dollars) in last two decades. India after China is the second most populous country, having 1.353 billion population.

New Delhi, unlike Beijing has unproductive population where world's 33% of poor and destitute inhabit the country. Indian per capita income cannot match that of China. Its per capita income in March, 2020 reached to \$ 2,139.222. Currently, COVID-19 has brought instability to the Indian per capita income that is likely to decline to 5.4% in Financial Year 2021. However, International Monetary Fund data, unveils that China is the second largest economy of the world producing sixteen percent of world's all goods and services. To the contrary, Indian contribution to the world in all goods and services is merely 4%.

CHINA'S MILITARY BUDGET HAS BEEN ACCELERATING EXPONENTIALLY; PEOPLE'S LIBERATION ARMY (PLA) IS CONCEIVED AS ONE OF THE DOMINANT FORCES MILITARILY ACROSS THE WORLD, MAKING PROGRESS IN SOPHISTICATED ANTI-SHIP BALLISTIC MISSILES AND ARTIFICIAL INTELLIGENCE

China's military budget has been accelerating exponentially; People's Liberation Army (PLA) is conceived as one of the dominant forces militarily across the world, making progress in sophisticated anti-ship ballistic missiles and Artificial Intelligence (AI). China after the US is the second-largest country in spending capital in the world since 2018 and has enhanced military expenditure by 5.0% to \$250 billion. As per the report by SIPRI India defense budget in 2018

remained \$71.1 billion while China's military expenditure was \$261 billion that is more than three times bigger than that of Indian. Beijing has more active personnel of 21, 83,000 compared to New Delhi's 14, 40,000 personnel. India has 235 self-propelled artillery, and 266 rocket projectors. China, on the other hand, has 3,800 self-propelled artillery and 2,650 rocket projectors.

NEW DELHI NEEDS TO DE-ESCALATE TENSIONS WITH BEIJING TO GAIN MAXIMUM ECONOMIC ADVANTAGES FROM THE ECONOMIC GIANT, CHINA. IT IS AN ESTABLISHED FACT THAT AN ESTABLISHED POWER THE US, PRESUMABLY, WILL BE REPLACED BY THE RISING CHINA IN THE NEAR FUTURE

In order to convert enmity into friendship, both states ought to formulate their foreign policies in context of theory of complex interdependence that focuses on economic interdependence, mitigating anarchy resulting into paving the way for conducive environment for friendship. China the next-door neighbor of India after the US is the second largest trading partner of China. New Delhi needs to de-escalate tensions with Beijing to gain maximum economic advantages from economic giant, China. It is an established fact that an established power the US, presumably, will be replaced by the rising China in the near future. In great power competition the US deliberately will embroil India for the containment of China. New Delhi, instead of relying on the US, should strengthen its internal/regional ties, the lesser its reliance on the US, the more there will be the likelihood of better ties with Beijing ■



The writer is a Research Associate at India Study Centre at the Institute of Strategic Studies Islamabad.

71st National Day Ceremony OF PEOPLE'S REPUBLIC OF CHINA – PESHAWARITES SHARE THE JOYFUL EVENTS WHOLEHEARTEDLY

By Naz Parveen



Amongst the living societies across the globe, culture contributes tremendously. Whether it is social, economic, educational, sports oriented contact at people to people level or their linkage in the other sectors, each and every aspect of life is always over shadowed by the feelings which originate from the respective cultural heritage. In a nutshell, the feelings which the respective people derive from the practices of their past, experiences in the present and thoughts they rear in their minds towards future, contributes in developing cordial ties and mutual understanding.

Here is an institution in the historic city of Peshawar which has taken over the responsibility to further cement the bond of Pakistan-China friendship by promoting better understanding at the people to people level. Ever-since the China Window emerged its working, role and services are widely talked about. The fact can be judged from the number of the visitors. 18,000 dignitaries and prominent figures from a cross section of the society including students have been welcomed at the China Window over a time span of 15 months. This also

reflects the level of commitment and attachment which the people of Khyber Pakhtunkhwa bear towards their Chinese brethren. Creation of this institution has become possible through a Peshawar-based senior journalist, Amjad Aziz Malik and through the direct patronage of Chinese Embassy in Islamabad. The facilities it offers are up to the mark.

Very recently, a memorable event was held at the China Window to celebrate the 71st National Day of People's Republic of China wherein the Chief Minister of Khyber Pakhtunkhwa province of Pakistan, Mr. Mahmood Khan was the Chief Guest.



Mr. Arshad Khan, Secretary Information of the provincial government and Mr. Moazzam Jah Ansari, Commandant of Frontier Constabulary - one of the important security agencies of the province - were also in attendance at the ceremony. The Chief Minister on arrival at the China Window was accorded a warm welcome who later on also planted a sapling at the premises as a token of his presence at the



historic occasion. The visit to various galleries of the institution was of special interest for the distinguished guest during which Amjad Aziz Malik highlighted different aspects of developments taking place in various fields of life in People's Republic of China.

The Chief Minister of Khyber Pakhtunkhwa Mahmood Khan extended his heart-felt felicitations to the government and people of China while addressing the colorful ceremony held on the occasion. The everlasting friendship, he said, has set an inspiration for the rest of the world. 'China always stands by Pakistan in difficult time and Pakistan also did not disappoint its time-tested friend', he said.

Highlighting the ongoing projects in communication sector, Mr. Mahmood Khan said that Phase-I of the Swat Motorway Project has been completed whereas work on its Second phase would start by January 2021

He welcomed the establishment of China Window at Peshawar. 'It undoubtedly is a great initiative', he said. Although the China Pakistan Economic Corridor (CPEC) is the most recent addition in the long list of various projects in Pakistan as a reflection of China's friendship with Pakistan, yet it was the talk of the day both amongst the speakers and the audience. Regarding CPEC he remarked that CPEC carries special importance and also is a good example of our friendship with government and people of the People's Republic of China which would not only impact the state of their mutual relations in a positive way but also improve the overall socio-economic development of the region. In addition to the development of the

transport/trade route a number of mega projects are also under implementation as part of CPEC. While presenting further details, he said that agriculture, tourism, energy, and social welfare projects are also part of the multipurpose portfolio of CPEC. Highlighting the ongoing projects in communication sector, Mr. Mahmood Khan said that Phase-I of the Swat Motorway Project has been completed whereas work on its second phase would start by January next year. Similarly, he added, construction of the expressway road link from Dir to Chitral is also part of the communication development plan of the province while the work on Khyber Pass Economic Corridor would start soon. The Khyber Pakhtunkhwa province, he said, also bears significant potential of developing clean and green energy means besides hydro power generation and the provincial government is also fully concentrating to exploit all the available opportunities for the benefit of the people he said.



The practice of observing the National Day of the People's Republic of China in the historic city of Peshawar is proving to be a good sign to bring its citizens closer to the Chinese friends. It was the second event of the kind in this provincial metropolitan city and its impact has been positive across the society ■



The writer is a columnist at Daily Kasoti and Director of Chinese Cultural & Information Centre Peshawar.



Mental Health during COVID-19

By Hadia Fazal

The outbreak of COVID-19 was first reported in Wuhan, China which then transformed into a global pandemic with 47.7 million active cases and 1.22 million deaths worldwide. Coronavirus is caused by Severe Acute Respiratory Syndrome. The virus spread across 216 countries causing tension in the world. Many of the countries tried to tackle the coronavirus by social distancing and locking down major areas of the country where business activities were at their peak. Coronavirus has not only burdened the health sector because of the growing cases but is also leading to anxiety and various other mental health issues. Initially, when coronavirus was spreading there was very little awareness about

the virus. Although World Health Organization had acknowledged covid as a global pandemic and alarmed the health organizations, people were very careless in following SOPs for corona. Due to this, the number of cases grew rapidly in regions like the United States, Brazil, Russia, India and Europe. General population and front-line health workers were severely affected by the spread of corona virus and the change in socio-economic behaviours worldwide. Many psychological problems and significant effects on mental health including depression, anxiety, frustration, uncertainty during the COVID-19 outbreak kept rising. The general psychological response to mass segregation that is designed to reduce the spread of COVID-19 is a common fear and general

public concern that accompanies the outbreak which escalates with an increase in new cases and insufficient information.

While the population continues to be exposed, topics that raise concerns relating to the emergence of health, social and economic problems need to be identified quickly in order to point out ineffective processes and changes in lifestyle that could lead to the onset of such attitudes

The psychological responses to the COVID-19 pandemic can range from panic attacks to widespread feelings of despair and hopelessness including suicidal behaviour. Importantly, some health measures

may be interrupted by unusually high anxiety. While the population continues to be exposed, topics that raise concerns relating to the emergence of health, social and economic problems need to be identified quickly in order to point out ineffective processes and changes in lifestyle that could lead to the onset of such attitudes.

In this ever-changing world where we are used to of socializing and travelling, everything was put to a halt. This in itself was a very big issue as it caused frustration and anxiety limiting traveling and socializing because of lock-down and social distancing. This also shows how the human body is unprepared for harmful effects of biological disasters that leave the human beings helpless. The social distancing practices and lockdown was first experienced in China followed by countries in Europe like Italy and Spain where the rate of who were tested positive with coronavirus along with death rates by the virus were high. Governments laid out rules and regulations for people to follow. However, it very much depended on people to follow these restrictions on an individual basis. People who were strictly quarantined and those who self-quarantined themselves showed different behavioral patterns. People who were strictly quarantined showed more stress and anxiety as compared to those who were self-quarantined. The strictly quarantined people were more depressed, fearful and sad. Children were also widely affected mentally because of the spread of corona virus. Their mental health has been affected in many ways, as this unprecedented situation has changed the way they grow, learn, play, interact, and behave emotionally. Children with pre-existing mental illnesses such as Attention Deficit Hyperactivity Disorder (ADHD), anxiety,

depression, mood swings, and behavioural disorders can be negatively affected in such stressful situations.

Many psychological problems and significant effects on mental health including anxiety, depression, frustration, uncertainty during the COVID-19 outbreak kept rising. The general psychological response to mass segregation that is designed to reduce the spread of COVID-19 is a common fear and general public concern that accompanies the outbreak and escalates with an increase in new cases and insufficient information was the cause of concern

Mental disorders are the leading cause of disability worldwide for children and adolescents. About 15% of children and adolescents in the world have mental or emotional problems. About 50% of mental disabilities start affecting children by age of fourteen. If left untreated, a child's development is found to be severely disrupted and harmed. It is a well-established fact that mental health is one of the most important components of human development and determines the outcome of a child's educational attainment and ability to live a fulfilling and productive life. Mental illness can affect children at any time during childhood, but it mainly affects them during adolescence. Among the many childhood mental illnesses,

depression is one of the major causes of mental illness in children.

In 2016, an estimated 53,000 people died as a result of youth suicide, the third leading cause of death in the group. This emphasizes that adolescence is a time of early exposure to mental health conditions. One of the biggest reasons for children facing these adverse mental situations was the lock-down. The schools and offices were closed because of the lockdown and families were not allowed to leave their homes because of obvious reasons. Many parents started to work from home and some families faced financial problems because they lost their jobs. The initiation of e-learning was not a completely successful model for every student. The reason behind it was the lack of finances to get the appropriate technology and then getting used to of it. This was not only a challenge for the students but for the faculty as well because they were not prepared or did not have enough practice to teach via this mode. One of the ways that we can reduce the risk of mental health issues related to COVID-19 is to make sure that we are taking the preventive measures. We should make sure to seek adequate psychological help whenever required. We should put mental health before anything else because it is more important than anything else. There is a need to look for social support as it will help reduce the feeling of isolation and hopelessness. Moreover, we need to keep ourselves connected with people through social media. We are in this together and we should make sure of it ■



The writer holds a degree in International Business Law.

SALUTING WINTERS WITH SPICY

SCHEZWAN NOODLE SOUP

By Arhama Siddiq



Winter. The season of sweaters, snow, blankets, bone-chilling winds, darkness by five pm and of course days where no matter how many layers of clothing one puts on, one just cannot seem to get warm.

When it comes to sustenance, nourishment and flavorsome all in one nothing illustrates winters better than soup!

The thought of chicken corn soup takes me back to my school days where the winter break time bell signaled the start of a mad race to the school canteen. There steaming soup was doled out for PKR 10 a cup. Those of us who had the extra PKR 5 also bought puffy crisps to dip into the soup- our version of the crackers we had heard were served in fancy restaurants.

In Pakistan, a trip to any Chinese eatery is considered incomplete without soup. Hot Yakhni (broth) is a winter comfort staple in households all across the country. Not only is Yakhni immensely nutritious, it is often considered a whole and fulfilling meal in itself. In fact, in Pakistan, the good old Yakhni (broth) is the basic winter remedy to every infection that the winter season might bring.

In China, the history of soup is considered as old as the history of cooking itself. Soups have always been an important part of Chinese food culture and are consumed not only for their flavor, but also for their restorative effects. This is why soups are heavily linked with traditional Chinese medicine.

The recipe below takes only 20 minutes to prepare, it is tantalizing on the tastebuds and warms one inside out! The noodles make this dish a wholesome meal in itself. Chicken can be substituted for prawns and beef as well.

Ingredients: (For Stock)

Chicken: 1/2 kg

Carrot: 1 sliced

Onion: 1 medium sliced

Garlic : 3-4 cloves

Ginger: 1-2 small pieces

Cilantro : (leaves with stems) 4-6

Water : 12 cups

Method:

Put all above ingredients in a pot and simmer it on low heat until you get the desired stock.

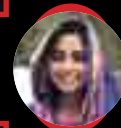
Drain the ingredients take out the chicken, shred it put it in a plate and save the stock for soup.

Ingredients: (For Soup)

Oil: 1-2 tbsp
 Ginger : 1 medium piece finely chopped
 Garlic: 3-4 cloves finely chopped
 Spring onion: 3-4 finely chopped
 Capsicum : 2 finely chopped
 Carrot : 2 finely diced
 Mushroom/ Dried black fungus mushroom if available : 6-8 finely diced
 Green chillies: 2-4
 Black pepper: 1tsp
 White pepper: 1tsp
 Bamboo Stems (optional)
 Spaghetti : 1/4 of a normal packet (boil it in water with salt and 1 tsp oil)
 Egg: 3 (whisk well)
 Sweet corns: Half Tin
 Hot sauce: 3 tbsp
 Soya sauce: 3 tbsp
 Vinegar: 3 tbsp
 Ketchup: 2 tbsp
 Sugar: 1.5 tsp
 Salt: to taste
 Cornflour : Half cup(dissolve that in water)

Method:

Take a pan and put oil heat it and sauté ginger and garlic for 2-3 minutes.
 Add mushrooms, spring onions, capsicum and carrot. Sauté all these.
 Now pour the stock in the same pan and simmer on medium heat for 2-3 minutes.
 Add chicken and let it simmer for 1-2 minutes.
 Now add hot sauce, soya sauce, vinegar, sugar and sweet corn. Let it simmer again on low heat for 2-4 minutes.
 Put ketchup and mix it up on low heat slowly add boiled spaghetti move your spoon continuously make sure that there are no lumps.
 Put salt and green chillies and let it simmer for 2-4 minutes more. Add cornflour using either a wooden spoon or a plastic one to get the desired consistency.
 Add egg while moving the spoon in the pot for one minute.
 Your soup is ready! Serve the soup with crackers and enjoy !



The writer tweets
 @arhama_siddiq and
 maintains a food website
 www.chakhoos.com.



POST-WITHDRAWAL AFGHANISTAN: CHALLENGES AND STRATEGIES FOR CHINA

By Nadia Sajjad

History shows us that geo-strategic position of Afghanistan has compelled many regional powers to intervene in the affairs of Afghanistan from time to time. The development of large oil fields in Central Asia, transit routes, natural resources, political bases increased the interest of the international community in Afghanistan.

An agreement signed between the United States and the Taliban on February 29, 2020, declared that it will leave Afghanistan by the end of 2021. The question is what will be the scenario after US withdrawal from the region and Afghanistan? There is dire need to limit the interference and involvement of regional powers specifically India in the matters of Afghanistan with soft and smart strategy. China is the only country in the region that can play an important role in the future politics of the region by adopting and reframing various foreign policy measures which can benefit Pakistan also. There are many challenges for China in playing its influential role, which can help overcome challenges the region faces.

India always played policeman like role having hegemonic designs while dealing with its neighboring countries. Indian involvement in the affairs and politics of Afghanistan is one of the main challenge and hurdle faced by China, as India supported Afghanistan diplomatically and economically since the overthrow of Taliban in 2001. India considers Afghanistan a gateway to get access Asian states for enhancing economic and energy resources along with the gas and oil pipelines.

CHINA CAN PLAY AN EFFECTIVE ROLE BY DIPLOMATICALLY ENGAGING IN AFGHAN PEACE PROCESS

China is trying hard to make its presence strong in the politics of Afghanistan by initiating various economic and trade

agreements with the help of Pakistan. China has not been able to do much either at Mes Aynak for copper mining or Amu Darya for oil exploration, also Afghanistan does not consider it as a priority while enacting any policy. Afghani leaders are trying to fulfill their own interests with India without harming the interests of the stronger powers but China can play an affective role by diplomatically engaging in Afghan peace process.

India is a close partner of Afghanistan helping it in infrastructure development, educational and capacity building programs. Although China is emerging as one of the largest business investor in Afghanistan but it cannot keep balance in its relations with Pakistan and Afghanistan at the same time. China's approach in the region is regarded quite positive by most of the countries and they state

their involvement with Taliban to safeguard their own interests. China -Pakistan Economic Corridor could be expanded to Afghanistan to further connect the Central Asian republics under a Chinese umbrella in order to minimize Indian influence.

China's miraculous achievement in Afghanistan recently is the opening of five key border crossings with Afghanistan to facilitate bilateral trade with the help of Pakistani diplomatic efforts. There is a dire need to provide assistance to Afghanistan for developmental projects in the form of loans, grants, services to various institutions of Afghanistan. If China makes smart and soft investment programs through Educational and Cultural programs, it will be beneficial for both the parties in the long run.

CHINA IS THE ONLY COUNTRY IN THE REGION THAT CAN PLAY AN IMPORTANT ROLE IN THE FUTURE POLITICS OF THE REGION BY ADOPTING AND REFRAMING VARIOUS FOREIGN POLICY MEASURES WHICH CAN BENEFIT PAKISTAN ALSO

Indian border disputes with China is a threat to security of the region and neighboring countries, eighteen round of talks were held with China on resolving border issues which have ended unsuccessfully without reaching any accord. India has expressed their concern over the growing strategic partnership between Pakistan and China as the later provided military and nuclear

weapons assistance to Pakistan from time to time. Globalization and interdependence led India to work closely with US and even China to improve their economic stability. China is the only country in the world that has trade surplus with more than 130 countries in the world. Agreements with India will give upper hand to China and they will not oppose them openly in any regional or international issue specifically on Pakistan and Kashmir issue.

India is also not comfortable with the relationship between Pakistan, China and Afghanistan. 'New Silk Road' strategy and providing, economic, cultural, educational assistance to Pakistan are the tactics with which China is trying to make firm standing and presence in the region. China is also playing a role of mediator by offering their diplomatic services to resolve issues between Taliban and Kabul on one side, and Pakistan and Afghanistan on another side.

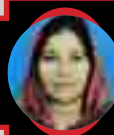
India is adopting policy of limited engagement while it deals with China on border issues. At the same time they are trying to maximize trade relations with China without resolving larger security issues. Exact strategy is adopted to deal with Pakistan on various issues like Kashmir, border and issues that are far more complex. Furthermore, India never trusted any of its neighbors or any superpower in resolving issues regionally or internationally. India is placed at a geopolitically strong position but it cannot play any influential

role in the reconciliation process in Afghanistan because of the Pakistan-China partnership in the region and Indo-Pak rivalry. China needs to normalize its relations with India if they want to address security issues in the region. In addition, India needs to sit on dialogue table with Pakistan for resolving various issues including Kashmir issue for its own sake and for a peaceful South Asia.

CHINA IS THE ONLY COUNTRY IN THE WORLD THAT HAS TRADE SURPLUS WITH MORE THAN 130 ECONOMIES IN THE WORLD

Pakistan is a powerful nation who played a vital role from Soviet invasion to refugees, peace process, reconstruction and development of Afghanistan is at crossroads with India. For three decades, India's primary security concern has been to destabilize Pakistan, contain China, and isolate both the countries internationally.

Ambassador Zalmay Khalilzad paid several visits to India, Pakistan and Doha regarding Afghan Peace Process owing to the significance of the regional position of these states. Both India and China need to work on post-withdrawal from Afghanistan jointly with all the stakeholders of the region. Failing in current scenario will lead to proxy wars, terrorist activities and economic warfare in Afghanistan ■



The writer is pursuing her PhD in International Relations at University of Peshawar.



Arms Control and Disarmament Centre (ACDC) at the Institute of Strategic Studies Islamabad organized a Tuesday Dialogue- August 18, 2020

Centre for Middle East & Africa (CMEA) at the Institute of Strategic Studies Islamabad organized a Tuesday Dialogue titled, 'Recent Developments in the Middle-East: Implications for the Region & Pakistan'- August 25, 2020



The Institute of Strategic Studies Islamabad (ISSI) organized a webinar titled, 'Pakistan & the United Nations at 75: Past, Present and Future'. The event was organized to celebrate 75th anniversary of UN- August 31, 2020

Centre for Middle East and Africa at the Institute of Strategic Studies Islamabad in collaboration with Institute of Peace & Conflict Studies (IPCS), University of Peshawar organized a webinar titled, 'Evolving Situation in the Middle East: Implications for Flag of Pakistan'- September 2, 2020



Centre for Middle East & Africa (CMEA) signed a Memorandum of Understanding with the Middle East Monitor (MEMO), London. From ISSI Director, Ms. Amina Khan and from the Middle East Monitor Director, Dr. Daud Abdullah signed the MoU- September 2, 2020

The Arms Control and Disarmament Centre at the Institute of Strategic Studies Islamabad organized an in-house event to commemorate Pakistan Defence Day- September 6, 2020





The Institute of Strategic Studies Islamabad organized the fifth Meeting of Executive Heads of Think Tank Forum (TTF) at its premises. The meeting was attended by 37 think tanks (TTs) & Area Study Centres (ASCs) across Pakistan from cities including Islamabad, Karachi, Lahore, Peshawar, Quetta & Jamshoro- September 9, 2020

The Arms Control & Disarmament Centre (ACDC) at the Institute of Strategic Studies Islamabad organized a webinar titled, 'Changing Global Dynamics of Cyber Threats and their Impact on National Security'- September 11, 2020



The India Study Centre at the Institute of Strategic Studies Islamabad organized a webinar titled, 'Pakistan-Bangladesh Relations in the Context of Peace & Stability in South Asia'- September 16, 2020

The China-Pakistan Study Centre at the Institute of Strategic Studies Islamabad hosted a Tuesday Dialogue on 'Future of China-Pakistan Economic Cooperation: Opportunities & Challenges'- September 22, 2020



Dr. Moeed Yusuf, SAPM on National Security Division and Strategic Policy Planning visited Institute of Strategic Studies Islamabad and had a meeting with DG ISSI Ambassador Aizaz Ahmad Chaudhry and Directors at the Institute- October 15, 2020

Centre for Strategic Perspectives at the Institute of Strategic Studies Islamabad organized a webinar on Sustainable Environment- October 15, 2020





October 15, 2020: The Centre for Middle East & Africa (CMEA) at the Institute of Strategic Studies Islamabad was formally inaugurated. Its soft launch was held a few months earlier. Mr. Sohail Mahmood, Foreign Secretary of Pakistan was the Chief Guest at the occasion & inaugurated CMEA- October 15, 2020

Ambassador (Retd.) Nadeem Riyaz, President, Institute of Regional Studies, Islamabad visited the Institute of Strategic Studies Islamabad and had a meeting with Director General ISSI Ambassador Aizaz Ahmad Chaudhry- October 20, 2020



The Institute of Strategic Studies Islamabad organized an In-House discussion meeting with CPSC team on 2 subjects: 1. Pakistan-China Cultural and Tourism Cooperation 2. Health Silk Road: Prospects and Challenges- October 20, 2020

The Arms Control and Disarmament Centre at the Institute of Strategic Studies Islamabad held a series of in-house discussion meetings on subjects related to Strategic Stability in South Asia- October 21, 2020



The Institute of Strategic Studies Islamabad hosted a Virtual International Declamation Contest titled, 'Humanity at Stake IOJ &K: Impact on World Peace.' It was organized in collaboration with Ministry of Kashmir Affairs and Gilgit Baltistan and Ministry of Foreign Affairs- October 26, 2020

India Study Centre at the Institute of Strategic Studies Islamabad organized a seminar titled, 'Commemorating Black Day: Kashmir and Right to Self Determination'. The event was organized to mark 73rd year of India's illegal occupation of the Jammu and Kashmir- October 27, 2020





Ambassador Aizaz Ahmad Chaudhry, Director General-ISSI participated in a webinar jointly organized by Argentine Council for Int'l Relations (CARI) and Pakistan Embassy in Argentina titled, 'Pakistan's Perspectives'- October 27, 2020

The Institute of Strategic Studies Islamabad held a Virtual Celebration for Eid Milad Un Nabi. The proceedings of the celebration commenced with the recitation from the Holy Quran - October 30, 2020



The Institute of Strategic Studies Islamabad organized an In-House discussion on 4 subjects: Beyond Balakot: Growing Indian Hostilities towards Pakistan & the Future of Stable Regional Order, India-China Border Conflict - What is at Stake?, False Flag Ops - India's New Normal and Pax Indo-Pacific: Implications for the Strategic Stability in South Asia- November 3, 2020

The Center for Strategic Perspectives at the Institute of Strategic Studies Islamabad organized a panel discussion on 'Islamophobia and How to Deal with It?'- November 10, 2020



The Centre for Middle East and Africa at the Institute of Strategic Studies Islamabad organized a Web-Talk via its Ambassadors Platform 2020 titled, 'South Africa's Perspective on Evolving Geo-Economic Trends & Pakistan - South Africa Economic Ties'- November 18, 2020

The China-Pakistan Study Centre (CPSC) at the Institute of Strategic Studies Islamabad hosted its first Advisory Board meeting. Participants joined the meeting both physically and virtually- November 19, 2020





China Positions Rocket Ahead of Ambitious Mission to The Moon for First Time in Four Decades

China on November 17 moved a massive rocket into place in preparation for launching a mission to bring back materials from the moon for the first time in four decades. The Long March-5 was transported by tractor from its hangar to the nearby launch site at the space base in Wenchang along the coast of the southern island province of Hainan.

The Chang'e 5 mission is scheduled to launch early next week, placing a lander on the moon that will drill 2 meters (almost 7 feet) beneath the surface and scoop up rocks and other debris to be brought to earth. China has increasingly engaged with foreign countries on missions, although U.S. law still prevents collaboration with NASA, excluding China from partnering with the International Space Station. That has prompted China to work on its own space station and launch its own programs that have put it in a steady competition with Japan and India among Asian nations seeking to notch new achievements in space.

November 17, 2020 (INDEPENDENT)

Pakistan, China sign \$14mln deals

Pakistan and China signed agreements worth \$14 million during the recently held Pakistan Industrial Expo 2020, a statement said on November 19, 2020.

This was the fourth edition of the expo arranged by the Everest International, playing the role of a bridge between Pakistani and Chinese entrepreneurs and attracting certain investment and technology from foreign countries, especially China, it added.

During the three-day event, more than 2,000 professional Pakistani businessmen participated and 448 match meetings were arranged on the spot, which let exhibitors from China to join B2B meetings with Pakistani clients face-to-face.

Delegations of multiple chambers and associations participated in the event, including Constructors Association of Pakistan, Sahiwal Chamber of Commerce and Industry, Sargodha Chamber of Commerce and Industry, Swabi Chamber of Commerce and Industry, Hardware Merchants of Pakistan, Chakwal Chamber of Commerce and Industry, and Peshawar Chamber of Commerce and Industry.

The event was launched in an innovative model of "Online + Offline". All exhibits were physically showed and all B2B meetings were held online via terminal equipment, which was installed on every booth, the statement said.

November 20, 2020 (The News International)



CM Punjab Approves CPEC Tower and China Center in Lahore

Chairman China Pakistan Economic Corridor (CPEC) Authority, Asim Saleem Bajwa, on November 24 called upon Chief Minister Punjab, Usman Buzdar, to discuss the progress on different CPEC projects in Punjab. During the meeting, both dignitaries agreed to construct a state-of-the-art CPEC Tower and a China Centre in the provincial capital.

According to details, both proposed buildings will have dedicated information desks for Pakistani investors and industrialists about Chinese markets.

Following the meeting, CM Punjab said that the provincial government will extend its maximum support to help Chinese investors set up industries in Punjab.

Chairman CPECA said that the CPEC holds immense importance for the stability of the Pakistani economy. Besides, the Punjab government has decided to implement different measures to promote agriculture research and seed development in the province.

In this regard, the provincial government will use 13,000 acres of agricultural land for research and development purposes.

November 24, 2020 (Propakistani)

PCJCCI calls for JVs with China

Pakistan-China Joint Chamber of Commerce and Industry (PCJCCI) President SM Naveed on November 24 said the marble and granite industry of Pakistan could be transformed into a cutting-edge stone industry by adopting Chinese quarrying techniques.

The export quantum of marble and granite would be increased manifolds by establishing marble industrial parks in collaboration with China under CPEC to effectively utilize the valuable marble reserves of the country. "PCJCCI president identified the lack of quality production, inconsistent supply of raw material and scarcity of modern technology as major factors hindering the growth of marble industry in the country, which needed immediate attention.

He suggested strengthening Pakistan Stone Development Company (PASDEC) to fill the missing chains in marble industry. He further added that, extraction in Pakistan mainly comprises boring of holes in the bedrock, filled with explosives to blast the block, resulting not only in high wastage, but also in smaller sized stones, substantially reducing the price.

November 25, 2020 (The News International)



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