

China Pakistan Economic Corridor – Current Status with Focus on Energy Sector

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Introduction

The China Pakistan Economic Corridor (CPEC) is a flagship project of One Belt One Road (OBOR). It was one of the earliest initiatives under its ambit, announced in 2013 for a trusted ally and with a large budgetary outlay of USD 40-50 bn.¹ It deploys idle capital and infrastructure capacities of China in the neighbourhood in a Sinocentric fashion. It rebrands Chinese economic and foreign policy under one umbrella giving it a recall value and synergy, as a strategy for growth. CPEC lays an economic 'weft' over existing strategic 'warp' on China-Pakistan relationship.

CPEC includes mines, generation and transmission projects in energy segment, fibre optics, and sea and land ports spread across Pakistan. It has a prominent transportation spine; albeit not a continuous one, with road, rail and seaport projects in separate segments. At the sea ward end, it originates from Gwadar in Baluchistan, winds through a yet undecided trajectory, enhances certain sections of existing roads that lead up to the Karakoram Highway which thence leads to Kashgar in Xinjiang, China. It aspires to integrate Pakistan's economy with China, in turn connecting China to Indian Ocean bypassing the Malacca. President Xi Jinping's words sum it up as '*(Pakistan and China)* need to form a "1+4" cooperation structure with the Economic Corridor at the centre and the Gwadar Port, energy, infrastructure and industrial cooperation being the four key areas to drive development across Pakistan and deliver tangible benefits to its people".²

This article uses data available on Pakistan Government's websites to examine the CPEC addressing spatial distribution of projects, budgetary outlays, and focusses on energy sector which doesn't get the attention it deserves.

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Types of CPEC Projects

For the purpose of this article, only those projects which have been budgeted as per Pakistan Government websites at the time of writing this article have been considered for study. Unbudgeted projects have been listed but not used for calculations. It has been observed that the list of projects has varied over time due to political pressures. Present investment amounts to about USD 41.7 bn (refer to **Annexure 1**). The comparative share is depicted in the **Figure 1** below.

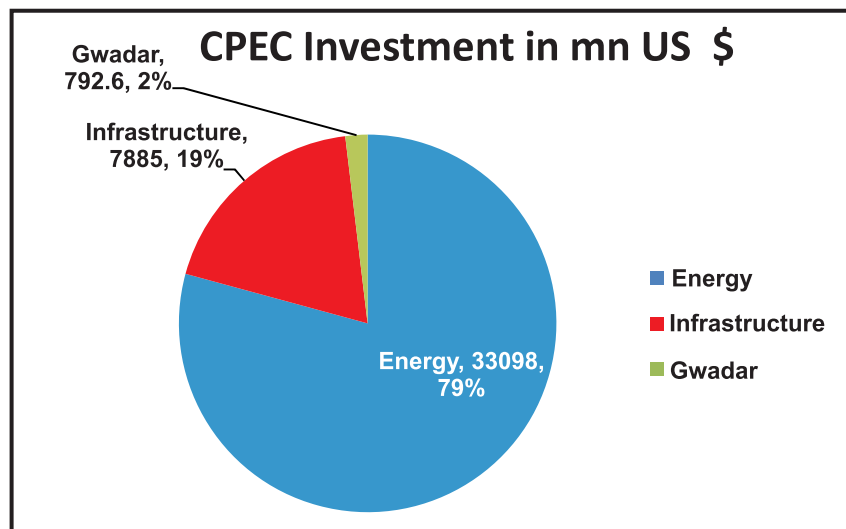


Figure 1 : Investments in the CPEC (road, rail, dry port and fibre optics is shown as infrastructure)

The Transportation Network

The central spine of the corridor involves the following:-

- (a) **Roads.** The CPEC presently invests only in two specific road segments.
 - (i) The Karakoram Highway (KKH) between Havelian and Thakot (USD 1.3 bn).
 - (ii) Sukkur-Multan Section (USD 2.8 bn).

(iii) CPEC in its initial tranche had no investments in western alignment in Baluchistan. However, there is now a plan of a network of roads in western regions with unbudgeted work in Roads Khuzdar-Basima and DI Khan-Zhob. The Thakot-Raikot section in KKH inside PoK has also recently emerged as an unbudgeted CPEC project. These have been included after the 6th Joint Coordination Committee (JCC) meet in December 2016 in Beijing and made public in early 2017.

(b) **Rail.** In rail connectivity, focus of investments has been on the main railway line (ML1) of Pakistan which carries 70 per cent of the national traffic. This line will be improved for higher speeds. The original investment of USD 3,650 mn has been enhanced with a second tranche after 6th JCC meeting. In connection with the rail investment, CPEC envisages a dry port at northern most railhead, at Havelian.

(c) **Port.** The main investment is in Gwadar Port. Though, less than two per cent of the total CPEC investment, it is the geographic spot in OBOR where the land and maritime networks converge. There is a gamut of investments here including port works, airport, projects to deal with water shortage and projects as listed in **Annexure 1**. Gwadar's commercial viability is suspect, considering its distance from circumequatorial navigation route and lack of rail connectivity with hinterland. There are plans to include Keti Bandar Port in the CPEC projects.

(d) **Fibre Optic Link.** A key project is Pakistan-China Fibre Optic Project at a cost of USD 44 mn. This will enhance telecommunication through the Gilgit Baltistan Region and is handled by Strategic Communication Organisation. This will connect Rawalpindi with Kashgar.

Focus on Energy- Pakistan Power Sector

Focus area of this article is energy projects in CPEC which constitute 79 per cent of the total investments. The reason for this is the dismal energy situation in Pakistan. Given that energy is central to any economy, issues in energy affects industries with cascading effects on investor sentiments, growth and employment

etc. Estimates reveal that power shortage results in a loss of GDP of 2-2.5 per cent annually to Pakistan. Pakistan's power sector presently faces multiple problems as enumerated below :-

The power sector in that country has following problems:-

(a) **Shortage.** Pakistan's installed energy capacity is 25 GW. While demand for energy is 17 GW, production hovers around 12-15 GW. They have a power shortage of about 5 GW.³ There is also a shortage in transmission capacity, which was around 16,300 MW in 2015⁴ whereby, even if all the shortages in generation were resolved, the transmission capacity would limit its distribution. CPEC, therefore, includes generation and transmission projects.

(b) **Cost of Electricity.** Pakistan has very high electricity production cost. Pakistan charges the consumer an average of PKR 16.95 for a unit of electricity whereas in India it is PKR 7.36, Bangladesh PKR 5.47, and US PKR 8.59.⁵ This high cost also results in non-payment of bills.

(c) **Use of Costly Fuel.** The primary cause of this high production cost of electricity is present mix of fuel that it used for generation of electricity. Pakistan produces electricity using oil (35 per cent), natural gas (29 per cent), hydroelectricity (30 per cent) and nuclear (five per cent) energy and imports from Iran (one per cent). This mix avoids coal. Though coal is considered a polluting fuel, it is cheap. India uses 60 per cent Coal and China uses 70 per cent coal in production of electricity. However, Pakistan energy sector evolved differently avoiding the use of coal. This contrasts pattern of developing nations and has resulted in the present high cost of electricity.

(d) **Subsidy and Circular Debt.** High cost results in subsidies from the government, which in turn affects economy. Despite the subsidy, the cost to the consumer is high; resulting in non-payment and power theft which triggers a 'circular debt'. This describes the vicious cycle where consumer doesn't pay the distribution company, affecting payments to transmission, generation and fuel companies. This results in debts, stoppage of production and power cuts. Currently the overall debt in power sector is around USD 5 bn.

(e) **High Import Bill.** Pakistan imports far more goods than it exports resulting in an unfavourable balance of payment situation. The oil and gas used for electricity generation in Pakistan is imported and constitutes 35 per cent of the import bill. It has forex reserves of only USD 20 bn. Its economy is under an extended fund facility by IMF who has already issued a warning pertaining to energy sector as well as CPEC payments. The GDP of Pakistan is USD 290 bn whereas the present external debt is USD 79 bn, or 30 per cent of GDP which is large as compared to other similar economies. If fuel import bill and low exports grow unchecked, the balance of payment and debt situation will only worsen.

CPEC Solutions in Energy Sector – Problems and Prospects

The CPEC promises several solutions in its fold. Firstly, it increases power capacity- bringing in three times the current shortage. Secondly, it infuses coal and renewables into the current energy mix reducing overall cost, since coal is cheaper than oil and gas. It is expected that this will reduce the foreign exchange requirements to some degree, though not all. Pakistan's oil import bill was USD 14.77 bn in 2014 and was down to USD 7 bn in 2016. This reduction was primarily due to low oil prices.⁶ A cheaper fuel like coal will indeed decrease cost of imports further and provides options to Pakistan making its electricity generation cost far less vulnerable to price shocks driven by a single commodity in a volatile market.

In case the Chinese want to undertake any investment or industrial cooperation in Pakistan as President Xi Jinping has indicated, the power situation in Pakistan must improve in these multiple areas in a comprehensive manner. It is with this aim of preparing the ground for further investments that energy appears a core focus area in CPEC. A total of 16000 mw of energy projects are being launched under CPEC in which 10,400 mw are priority early harvest projects. Therefore, presently the planned investment is roughly three times the shortfall. This indicates that some legacy high cost plants may be shut down in the future. Of these new 16000 mw projects being created, 12000 mw constitute coal based energy projects. Rest of the projects are renewables. Notably oil is totally avoided in CPEC projects. What this high coal infusion

will do to energy mix is that from near zero coal use in overall electricity generation pre-CPEC, Pakistan will produce 30 per cent of its energy using coal and renewables. Please refer to **Figures 2, 3** and **4** for the transition infused by CPEC. This is one core attribute of CPEC.

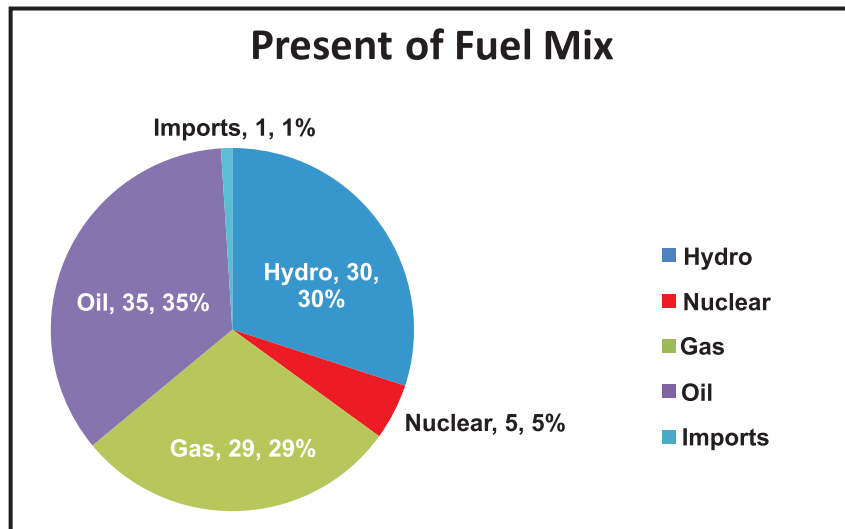


Figure 2 : Type of Fuel presently Used in Pakistan

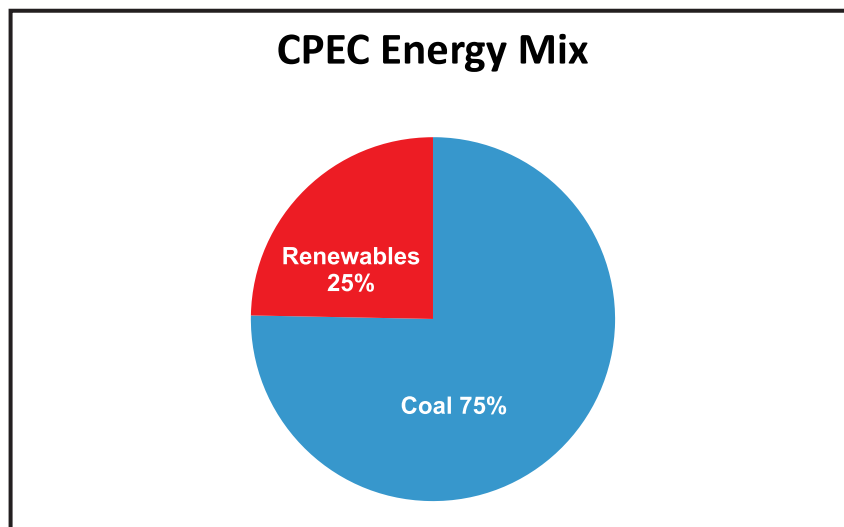


Figure 3 : Type of Fuel Mix CPEC

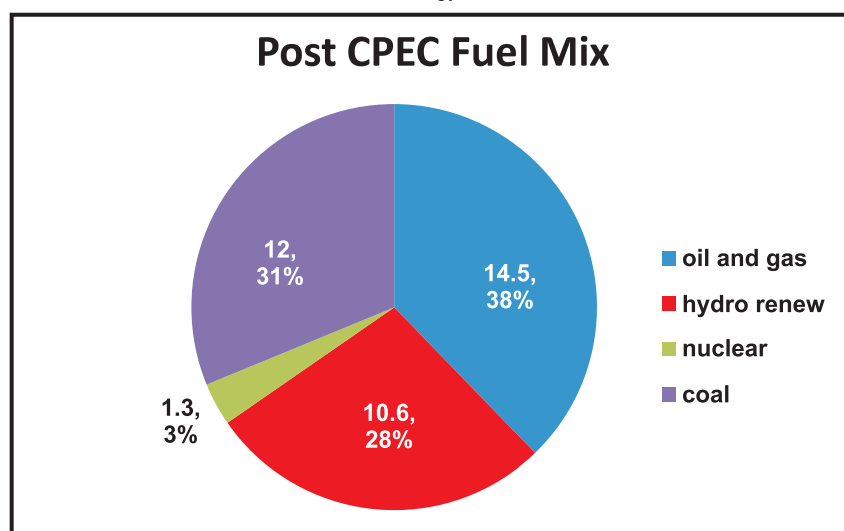


Figure 4 : Type of Fuel Post CPEC

Will Coal Solve the problem?

Since transition to coal, when rest of the world is weaning from coal, is a major element of CPEC, more analysis on coal is necessary. A vast majority of the coal based power plants coming up in CPEC are supercritical plants which are capable of working at higher temperatures. They also use imported high calorific coal. Pakistan doesn't have reserves of this variety of bituminous coal. Its reserves are mostly lignite, or low calorific coal (Please refer to **Table 1**). Hence barring power plants like Thar and Engro which are co-located with coal mines; high grade coal will be imported from abroad and, therefore, does not solve external dependency or balance of trade and payment problems which legacy energy sources had imposed. Coal based power will also add to climate change which a country like Pakistan, which has borne extreme weather calamities in recent years has to be concerned about.⁷

Table 1: Pakistan's Coal situation

Type of Coal	Bitumen	Lignite	Coke gas	Coking coal	Blast furnace
Production	2383	1168	81		733
Import	2645	-	-	115	-

Source : International Energy Agency⁸

High Interest Rate of Energy

Unlike the infrastructure segment, where government is deeply involved, the energy field of CPEC mostly involves Sino-Pak private partnership. Chinese banks will finance these private investments at 5-6 per cent interest rate. The Government of Pakistan will be contractually obliged to purchase electricity from those firms at pre-negotiated rates and provide a sovereign guarantee. This is at a high rate of PKR 18 per unit. Pakistan already has a consumer rate of PKR 16.95, which is the highest in the SAARC region. This high rate in CPEC according an analyst *'is a classical colony-making exercise by China, which Pakistan establishment and the Army is quite excited with'*.⁹ Chinese firms seek a revolving fund backed by sovereign, amounting to 22 per cent of power tariffs,¹⁰ which could amount to USD 700 mn annually for all projects if local firms default.¹¹ This could be unfavourable to Pakistan in the long term. However, Pakistan's energy and economic scenario being where it is today, it has little choice but to take this bitter pill. The debt equity ratio of energy projects are to the order of 25 per cent equity: 75 per cent debt. The loan in addition to interest carries insurance fees of 7 per cent with Sinosure, the Chinese insurance arm. The returns on equity for these projects is at a very high rate of upto 34 per cent, which will eventually be borne by the consumer.¹²

Cost of Installation

The CPEC will eventually add a 16 GW capacity in energy generation at a cost of USD 34 bn which is at the rate of USD 2 bn per GW when all projects are considered. Power Plant installation estimations in CPEC varies from wind power installation at USD 2.5 bn /GW, solar USD 1.35 bn /GW, USD Hydro 1.9-2.68 bn /GW, Coal USD 0.8-1.5 bn /GW as per calculations by the author; whereas, India routinely builds its thermal power plants at a cost less than USD 01 bn /GW.¹³ Hence, CPEC power plants are above normal costs. This will benefit the investors both in Pakistan and China. China also gets a near 100 per cent offset, benefitting Chinese firms, besides the sovereign guarantee and power purchase commitments.

Other Issues

Pakistan energy sector also suffers from load management problem, poor technology, theft, subsidies, free power and

overstaffing etc.¹⁴ Electricity transmission is also a problem in Pakistan. Except Punjab, all other provinces, especially Khyber Pakhtunkhwa and Balochistan have a suboptimal power distribution system and lack the capacity to take the additional load and deliver it to the consumers.¹⁵

Specifics of Thermal Plants and Coal

As far as new coal power plants being built under CPEC are concerned, they mostly use supercritical technology. A supercritical power plant operates with higher thermal efficiency compared to normal plants. Therefore, it can extract more heat out of coal. These plants demand superior metallurgy in its construction. The new set of power plants barring the Sino Sindh (SSRL) mine mouth water plant and Thar Engro, use imported coal as well. Pakistan doesn't have high calorific coal reserves too, which needs to be imported. The coal reserves of Pakistan are concentrated in Thar and Salt Range area where only lignite, a low calorific coal is available. Lignite is not an economical fuel when transported to distant location. The lower the quality of coal, the higher the transport cost as a percentage of overall coal cost. Both these mines have subcritical plants integral to them in CPEC plans considering advantages of co-location. Since a majority of coal plants will use imported, high calorific coal, which Pakistan doesn't possess, they will continue to impact the import bill albeit lesser in value than oil. This will be, in all likelihood, sourced from Australia or Indonesia opening new sea-lanes of communications and resource politics.

Regional Spread of Projects

Regionally, the power projects are more in Sindh, Baluchistan and Punjab with two projects namely the Karot and Kohala Hydel Project planned in PoK. However, the locations of major projects of Balochistan are adjacent to Karachi in Gaddani leaving vast swathes of rest of Balochistan devoid of any energy project. Only less than 2 per cent gets invested there considering Gaddani could be cancelled as per some reports. If one were to connect the dots representing energy projects, the notional eastern alignment becomes more prominent avoiding most of Baluchistan. The road between Multan and Sukkur is also on the Eastern side. Hence, one must conclude that the Western alignment remains aspirational with projects mostly along the eastern portion of Pakistan (Please

refer to **Figure 6**, stars indicate projects which have been budgeted).

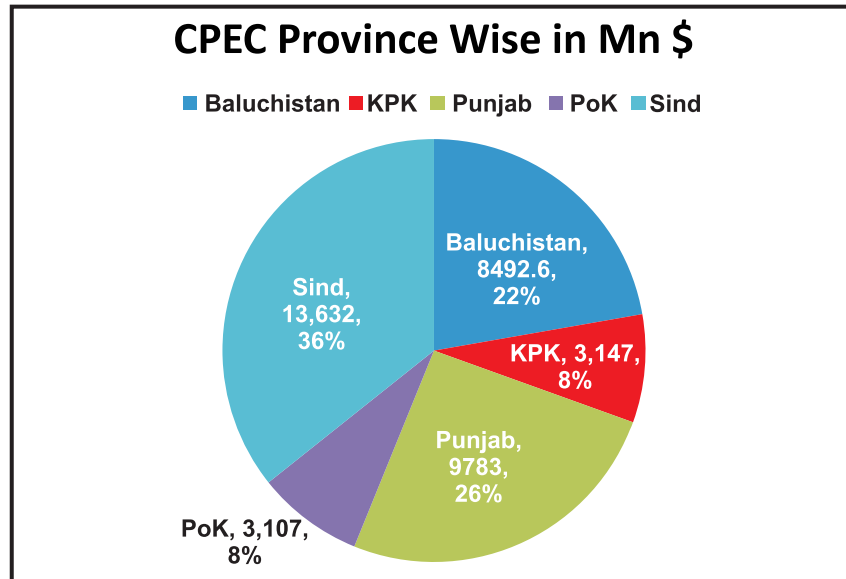


Figure 5 : CPEC projects based on Provinces (except rail)



Figure 6 : Power projects of CPEC (denoted by stars) and approximate road segments in red showing the eastern bias¹⁶

Conclusion

CPEC is more about energy projects and less about corridor. On blueprint it is a plan addressing some core concerns of economy where corridor is a metaphor that will deepen the relation with strategic implications to the region. There is no 'one' continuous road or even an alignment in CPEC as etched in most mental maps. Contrary to official positions there is a noticeable bias in projects to the prosperous eastern provinces ignoring Baluchistan. This short shrift can accentuate current fissures. Only by easing the deep energy crisis within Pakistan can it be of any use to China for OBOR. In energy domain CPEC is a bitter pill of coal infusion in energy mix. However, only deep reforms can turn Pakistan's energy and economic situation around. CPEC will give rise to new resource politics for coal. China's Malacca Dilemma may also not be mitigated through this corridor, even as Pakistan portrays it to be. Cost of transportation simply doesn't serve economic logic hauling energy to Xinjiang which is not only oil rich, but also the terminus of Central Asian pipelines coming to China. The ability of Pakistan to absorb the investments in given period and thereafter pay back is also suspect considering historic trends. Hence, these debts could eventually become strategic equities for China, especially the Gwadar Port, which can worsen security in South Asia.

As far as India is concerned, CPEC has added a layer of complexity with more projects in PoK being drawn into its ambit without taking Indian concerns on board. That makes projects in contested areas politically vulnerable. If CPEC and OBOR are actually about regional economic growth, as the lending nation, China should rethink about investment in PoK and roll them back. Currently, it appears that the narrative is driven by Pakistan only with very little Chinese statements in the open. After all, it is not easy for any nation to grow ignoring the security and possibilities on the cards held by a rising India. This is especially relevant at a time of weak cues from global economy and western fatigue about globalisation. A stable and peaceful South Asia is crucial for Asia led growth. Investments in contested areas, does not augur well for that purpose, it will distance India further from any China led initiatives like OBOR.

Endnotes

¹ "With a New Chinese Loan, CPEC Is Now Worth \$51.5bn," *DAWN.COM*, September 30, 2016, <http://www.dawn.com/news/1287040>.

² "Important Documents," accessed August 29, 2016, [http://pk.chineseembassy.org/eng/zbjx/importantdocuments/.2015/04/20 Chin-Pak Dosti Zindabad HE Xi Jinping President of the People's Republic of China](http://pk.chineseembassy.org/eng/zbjx/importantdocuments/.2015/04/20%20Chin-Pak%20Dosti%20Zindabad%20HE%20Xi%20Jinping%20President%20of%20the%20People's%20Republic%20of%20China)

³ To provide a comparative perspective, India generates 300Gw and Delhi's peak consumption is 6Gw.

⁴ Power transmission capacity surges to 16,300 MW, <http://www.dawn.com/news/1192470>, accessed October 4, 2016.

⁵ "Electricity Shock: 'Pakistanis Paying Highest Tariffs in Region,'" *The Express Tribune*, January 31, 2014, <http://tribune.com.pk/story/665548/electricity-shock-pakistanis-paying-highest-tariffs-in-region/>.

⁶ "Pakistan Saved \$4.5bn on Oil Imports in FY16," DAWN.COM, July 24, 2016, <http://www.dawn.com/news/1272751>.

⁷ The dangers of Pakistan's coal revival, <http://www.dawn.com/news/1242279>, accessed October 4, 2016

⁸ "IEA - Report," accessed October 18, 2016, <http://www.iea.org/statistics/statisticssearch/report/?year=2014&country=PAKISTAN&product=Coal>.

⁹ China-Pak Economic Corridor: Why Gwadar Is An Overrated Port, <http://swarajyamag.com/world/china-pak-economic-corridor-why-gwadar-is-an-overrated-port>, accessed September 26, 2016

¹⁰ "ECC Approves Plan to Set up Special Funds for CPEC Projects."

¹¹ Pal, "The China-Pakistan Corridor Is All About Power. Not Electricity, but the Real Thing."

¹² "China-Pak Economic Corridor: Why Gwadar Is An Overrated Port," accessed September 26, 2016, <http://swarajyamag.com/world/china-pak-economic-corridor-why-gwadar-is-an-overrated-port>.

¹³ "Windfall for Chinese on Coal Fired Projects," *The Express Tribune*, February 15, 2017, <https://tribune.com.pk/story/1327172/windfall-chinese-coal-fired-projects/>.

¹⁴ Roberts and Sattar, "Pakistan's Economic Disarray and How to Fix It." <http://www.heritage.org/research/reports/2015/06/pakistans-economic-disarray-and-how-to-fix-it> accessed October 4, 2016,

¹⁵ Government fails to satisfy opposition over CPEC issues, <http://www.dawn.com/news/1292529/government-fails-to-satisfy-opposition-over-cpec-issues>, accessed October 27, 2016

¹⁶ Prepared by author using Google Map, road sections in red are approximate. Non-budgeted projects not shown.

¹⁷ "CPEC | China-Pakistan Economic Corridor (CPEC) Official Website," accessed February 17, 2017, <http://cpec.gov.pk/#>.

Annexure 1

Overall Status of CPEC Projects¹⁷

Project	Quant	Cost (\$ mn)	Technology	Location	Province
Energy Coal (Priority)					
Port Qasim Electric Company Coal Fired, 2x660	1320mw	1,980	Supercritical	Port Qasim	Sindh
Sahiwal 2x660MW Coal-fired Power Plant	1320	1,600	Supercritical	Sahiwal	Punjab
Engro thar 4x330MW Coal-fired,	1320	2,000	Sub Critical	Thar-Block-II	Sindh
Surface mine in Block II of Thar Coal field, 6.5 metric ton per annum (mtpa),		1,470	Open Pit	Thar-Block-II	Sindh
Gwadar Coal /LNG / Oil Power Project	300	600	Not Decided	Gwadar	Balochistan
HUBCO coal power plant 1X660 MW	660	970	Supercritical	Hub	Baluchistan
Rahimyar Khan Coal Power Project	1320	1,600	Supercritical	Rahimyar Khan	Punjab
SSRL Thar Coal Block 1- 6.5 metric ton per annum(mpta)		1,300	Open Pit	Thar-Block-I	Sindh
SSRL 2x660 MW Mine Mouth Power Plant	1320	2,000	Subcritical	Thar-Block-I	Sindh
Energy Coal (Actively Promoted)					
Gaddani Power Park Project (2x660MW)	1320	3,960		Gaddani	Baluchistan
HUBCO coal power plant 1X660 MW	660	970	Supercritical	Hub	Baluchistan
Thar mine mouth oracle, Thar Sindh	1320	1,300		Thar	Sindh
Muzaffargarh Coal Power Project, Punjab	1320	1,600	Subcritical	Muzzafar garh	Punjab
Energy Renewables (Priority)					
Quaid-e-Azam 1000MW Solar Park, Bahawalpur, Punjab	1000	1,350	PV	Bahawalpur	Punjab

<u>Project</u>	<u>Quant</u>	<u>Cost (\$ mn)</u>	<u>Technology</u>	<u>Location</u>	<u>Province</u>
Dawood 50MW wind Farm,	50	125	Wind Turbine	Bhambore, Sindh	Bhambore, Sindh
UEP 100MW wind Farm,	100	250	Wind Turbine	Jhimpir, Sindh	Jhimpir, Sindh
Sachal 50MW Wind Farm,	50	134	Wind Turbine	Jhimpir, Sindh	Jhimpir, Sindh
Suki Kinari Hydro power Station, KPK	870	1,802	Hydel	Suki Kinari	KPK
Karot Hydropower Station,	720	1,420	Hydel	Karot	PoK & Punjab
Energy Renewables (Actively Promoted)					
Kohala Hydel Project,	1100	2,397	hydel	Kohala	PoK
Pakistan Wind Farm II 2X50 MW	100	150	Wind Turbine	Jhimpir	Sindh
Energy transmission Infrastructure (Priority)					
Matari to Lahore Transmission line	-	1,500	-	-	Sindh and Punjab
Matari to Faisalabad Transmission line	-	1,420	-	-	Sindh and Punjab
Energy Infrastructure (Actively Promoted)					
Gaddani Power Park Project (Jetty + Infrastructure)	-	1,200	-	Gaddani	Baluchistan
Road				-	
KKH Phase II (Thakot - Havelian Section)	118km	1,305	-	-	KPK
Peshawar-Karachi Motorway (Multan-Sukkur Section)	392	2,846	-	-	Punjab Sind
Khuzdar-Basima Road N-30 (110 km)	110	NA	-	-	Baluchistan
Upgradation of D.I.Khan-Zhob, N-50 Phase-I (210 km)	210	NA	-	-	KPK Baluchistan
KKH Thakot-Raikot N35 remaining portion (136 Km)	136	NA	-	-	KPK, PoK

Project	Quant	Cost (\$ mn)	Technology	Location	Province
Rail			-	-	
Expansion and reconstruction of existing Line ML-1	1736	3,650	-	-	
Havelian Dry port (450 M. Twenty-Foot Equivalent Units)	-	40	-	-	KPK
Capacity Development of Pakistan Railways	-	NA	-	-	-
Gwadar			-	-	
Gwadar East-Bay Expressway	-	140.6	-	Gwadar	Baluchistan
New Gwadar International Airport	-	230	-	Gwadar	Baluchistan
Construction of Breakwaters	-	123	-	Gwadar	Baluchistan
Dredging of berthing areas & channels	-	27	-	Gwadar	Baluchistan
Development of Free Zone	-	32	-	Gwadar	Baluchistan
Necessary facilities of fresh water treatment, water supply and distribution	-	130	-	Gwadar	Baluchistan
Pak China Friendship Hospital	-	100	-	Gwadar	Baluchistan
Technical and Vocational Institute at Gwadar	-	10	-	Gwadar	Baluchistan
Gwadar Smart Port City Master Plan	-	NA	-	Gwadar	Baluchistan
Bao Steel Park, petrochemicals, stainless steel and other industries in Gwadar	-	NA	-	Gwadar	Baluchistan
Development of Gwadar University (Social Sector Development)	-	NA	-	Gwadar	Baluchistan
Upgradation and development of fishing, boat making and maintenance services to protect and promote livelihoods of local population	-	NA	-	Gwadar	Baluchistan

<u>Project</u>	<u>Quant</u>	<u>Cost (\$ mn)</u>	<u>Technology</u>	<u>Location</u>	<u>Province</u>
<u>Digital Connectivity</u>			-		
Cross Border Optical Fiber Cable	-	44	-	-	
Pilot Project of Digital Terrestrial Multimedia Broadcast (DTMB)	-	NA	-	-	
<u>Urban Transit</u>			-		
Karachi Circular Railway	-	NA	-	Karachi	Sindh
Greater Peshawar Region Mass Transit	-	NA	-	Peshawar	KPK
Quetta Mass Transit	-	NA	-	Quetta	Baluchistan
Orange Line - Lahore	-	NA	-	Lahore	Punjab
<u>Provincial Projects</u>			-		
Keti Bunder Sea Port Development Project	-	NA	-	Keti Bunder	Sindh
Naukundi-Mashkhel-Panjgur Road Project connecting with M-8 & N-85	-	NA	-	-	Baluchistan
Chitral CPEC link road from Gilgit, Shandor, Chitral to Chakdara	-	NA	-	-	Gilgit KPK
Mirpur – Muzaffarabad - Mansehra Road Construction for connectivity with CPEC route	-	NA	-	-	PoK KPK Punjab
Quetta Water Supply Scheme from Pat feeder Canal, Balochistan	-	NA	-	Quetta	Baluchistan
Iron Ore Mining, Processing & Steel Mills complex at Chiniot, Punjab	-	NA	-	Chiniot	Punjab
<u>Economic Zones</u>			-		
Rashakai Economic Zone on M-1	-	NA	-	Rashakai	KPK
Special Economic Zone Dhabeji	-	NA	-	Dhabeji	Sindh
Bostan Industrial Zone	-	NA	-	Bostan	Baluchistan

Project	Quant	Cost (\$ mn)	Technology	Location	Province
Punjab - China Economic Zone, M-2 District Sheikhupura	-	NA	-	Sheikhupura	Punjab
ICT Model Industrial Zone, Islamabad	-	NA	-	Islamabad	-
Development of Industrial Park on Pakistan Steel Mills Land at Port Qasim near Karachi	-	NA	-	Port Qasim	Sind
Bhimber Industrial Zone	-	NA	-	Bhimber	PoK
Mohmand Marble City	-	NA	-	Mohmand	KPK
Moqpondass SEZ Gilgit-Baltistan	-	NA	-	Moqpondass	GB, PoK