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The Overview of the Projects of China Pakistan Economic Corridor in the Hazara Division

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Abstract: The research works on the Topic “The overview of the Projects of China–Pakistan Economic Corridor in Hazara Division.” shows that although China Pakistan Economic Corridor is an economical venture that comprises different developmental schemes. The qualitative research method is applied in this research. There are two research questions in this research study, such as what are the projects of China Pakistan Economic Corridor and their impacts on the economy of the Hazara division? To solve the puzzles, a deep study was carried out, and three qualitative questionnaires closed–ended were applied. The detailed study carried out on the topic shows that CPEC has different repercussions on the Hazara division. The economic implications, despite some reservations from the people of Pakistan and China, will definitely contribute to the economy of the Hazara division, but this contribution will add to economic growth to a certain level. In order to achieve more economic betterment, further economic projects of public interests in all the areas of Hazara are needed to establish.

Introduction

China–Pakistan Economic Corridor (CPEC) is a mega project which will help to modernize the infrastructure of Pakistan. Almost all the areas, including the Hazara division of Pakistan, will get benefit from it. CPEC has consisted of the construction of various energy projects, transportation networks, and the building of Special Economic Zone in different areas of Pakistan. CPEC aims to connect the Gwadar port to the southern province of China. An important advantage of CPEC is that it will shorten the distance of land routes with China in carrying out international trade. (Zahid Ullah and Majeed, 2019)

Research Methodology

In this research work, the data will be conducted from the targeted population based on the qualitative research method. For this purpose, the researcher will conduct the study by using a purposive sampling technique as an initial data collection tool. The purposive sampling technique is a sort of non–probability sampling that is most effective when one needs to study a certain socio–cultural area with experts. It is also known as hypercritical, selective, or subjective and judgmental sampling. (Crossman, A. February 09, 2020). More, the investigator will keep in mind the targeted population and the context getting preliminary responses/data from 5 politicians, five students, five lawyers and five academicians and five businessmen from each

district of Hazara Division. These preliminary grouping will show some potency and gaps in the data that will help the researcher to see in which way further sampling should be done. On the base of these responses, both the sample size and quality will be redesigned. The puzzle to solve in this research paper is the main project under CPEC working for Hazara Division and their impacts on the Hazara division.

In Hazara division which is consisted of eight districts viz Haripur, Abbottabad, Mansehra, Battagram, Upper and Lower Kohistan, Toghara and Kolai Palas, there are various projects being constructed under the Umbrella of CPEC which are under:

1. Havelian Dry Port, including Cargo Handling Facilities
2. Hattar Special Economic Zone
3. Suki Kinari Hydropower Project (Kaghan Mansehra)
4. Mirpur – Muzaffarabad – Mansehra Road
5. Havelian-Thakot highway, a symbol of high-quality CPEC projects

Havelian Dry port, including cargo handling facilities

One of the important projects of CPEC in the Hazara division is the establishment of the Havelian dry port along with cargo handling facilities. It includes the upgradation of Mainline-1 (ML-1) of Pakistan Railways as approved by the Executive committee of the National Economic Council. The estimated cost of the establishment of a dry port near Havelian is \$6.806 billion, which will be shared by Pakistan and China (Imran, 2020)

The location of Havelian Dry Port is located in the vicinity of Balghair Railways Station, which is almost five kilometres away from Haripur (Gishkori, 2019)

Mainline-1(ML-1) project is the greatest project in the history of Pakistan. The project, with a cost of \$6.806 billion, will be carried out in three packages. (Kundi, August 06, 2020)

1. Track up gradation.

2. Increasing Line Capacity.
3. Increasing Train speed.

So far as the track up gradation is concerned, the project aims at the development of an almost 2,655 KM track. The second package deals with Increased line capacity from 34 to 137/171 on a daily basis. The project also deals with the increasing speed of passenger trains from 65/110 KM to 165 KM to reduce the travelling time. For the effective implementation of the project, a steering committee will also be established, which will monitor all the aspects of the project and it was working sphere as well (Ibid).

There is an important hurdle in the execution of the venture. The landowners have some objections to the project. They claim that they are not paid the due rate for the land equal to the market rate. They, rather, have given an option to the government to use the land, which is still lying unused for commercial and agricultural purposes (The Dawn May 29th, 2018).

The dry port at Havelian, being an important part of the project of Mainline-1, is very important for the economy of Pakistan. (Samma Television news, 6th June-2020). Before starting the project, the feasibility of the establishment of a dry port at Havelian in the Hazara division was completed in the year 2017, as no project could be carried out with adequate availability of funds. This project also required a great number of funds. For the establishment of a dry port at Havelian, China has given confirmation to give all sorts of technical and financial aid to Pakistan. In this regard, an agreement has been signed between China and Pakistan so that smooth implementation of the project can be made sure. The objective of the establishment of a dry port at Havelian is too easy to access goods between China and Pakistan (Work on a dry port at Havelian in Hazara division to be started soon, 2017).

Havelian-Thakot Project KKH Phase-II

Among the infrastructural projects of CPEC, Havelian-Thakot Project KKH Phase-II is an imperative project in the Hazara division. The Proposing Agency of this Thakot -Havelian Section project of KKH phase II is the Ministry of Communications of Pakistan. The National Highway Authority of Pakistan is responsible for the implementation of the project. Whereas Ministry of Communications of Pakistan is also responsible for the supervision of the project in the province of Khyber Pakhtunkhwa and Hazara division as well. On the other hand great partner of the project is China Communications Construction Company which is also sponsoring the project, according to the agreement signed between China and Pakistan (Ministry for planning, development and special Initiatives, Islamabad).

The Haveli-Thakot project, which is regarded as the KKH Phase-II project, is located in Havelian to Thakot, crossing Mansehra. This project is one of the very important projects of CPEC in the Hazara Division of Khyber Pakhtunkhwa because it will improve infrastructure in the Hazara division along with the development of other projects in Khyber Pakhtunkhwa. The total length of the Havelian to Thakot project is 118km. For the maintenance of this project, a commercial contract between China and Pakistan was signed on 22nd December 2015. One hundred and five bridges will also be constructed in this project (Zhihuai, 2018).

Among these one hundred and five bridges, there are sixty large bridges in number. Medium bridges are forty-two in number. There are only three small bridges among these bridges. The project also includes six tunnels. The total cost of the project is \$1315 million. The project literally commenced on 1st September 2016. The total time period for construction of the Thakot-Havelian highway was decided to be four years. The task of building this highway was not easy because it was to be built in a hard mountainous region of the Hazara division. An important

advantage of the project is that it has created more than 2000 jobs in the region (Zhihuai, 2018).

In building the highway of the Thakot-Havelian section, a great hurdle has been the harsh environment of the region. This inconsiderate environmental factor has also been considered while developing the project. An important step taken in this context is taken by the environmental monitoring agency, which is the arrangements of CRBC. Various attempts have been made by CRBC to address environmental issues like pollution and deforestation. Apart from environmental effects, CRBC has also launched a charitable program to benefit the local people of Hazara Division and Pakistan (Ibid).

The project of the Thakot-Havelian Motorway is termed to be one of the early projects of China Pakistan Economic Corridor (CPEC) and has almost been completed. (The Daily Times, 7th March 2020). Havelian-Thakot motorway project, which was started in September 2016, cost rupees 133 billion rupees. The government of Pakistan contributed ten per cent of the funds, and the remaining ninety per cent was funded by the Chinese Exim bank (Ibid).

Normally, it takes almost a six-hour drive from Havelian to Thakot, but with the completion of the Havelian Thakot section of CPEC, the total distance will be covered in only two hours. It is a great step for the development of trade not only among the local people of the Hazara division but also with China as well (Li Hao, Liu Tian, 2020). The project is divided into three portions:

1. Havelian to Abbottabad section
2. Abbottabad to Mansehra section
3. Mansehra to Thakot section (Li Hao, Liu Tian, 2020)

The total length of the Havelian to Abbottabad section is 27.425km, along with four lanes highway. The length of Abbottabad to Mansehra is 11.880 km, two lanes expressway. Whereas the length of the Mansehra to Thakot section is 78.819 km, along with two lanes. (Ibid)

The Havelian Thakot road will be completed in four years, helping the people of the region with the low consumption of fuel and fast, easy travelling. (ibid)The 120km Havelian-Thakot of Karakoram Highway (phase II) is a vital part of CPEC projects. A Chinese company has been working hard to make it complete given in time. The News, 1 September 2018). The plan for Havelian Thakot road is to be completed in March 2020. It is eventually accomplished in the time set for its completion with a little bit of hindrance. After the selection of the site, Pakistani workers under the guidance of China Communications Construction Company which has shown their great devotion and hard work to complete it (Ibid).

Havelian-Thakot highway is included among the early proposed projects of CPEC. In September 2016, the construction of this highway started. Together with Pakistani workers, the Chinese staff has shown firm determination in the completion of the project. In this regard, mechanical types of equipment have been employed for the completion of the project. Due to the construction Havelian Thakot highway, not only are jobs created for local people, but more easy and rapid travelling is also ensured (Ibid).

Hattar Economic Zone

In 2015, Pervez Khattak, the former chief minister, announced 424 acres of ground for the Hattar Special Economic Zone, along with the announcement of various kinds of incentives for investors. These incentives included exemptions from customs duty on the import of machinery, income tax reduction in a corporate, discounts on land purchases, and waiver of income tax for five years to some industries (Dawn May 2nd 2020).

These incentives attracted investors to purchase land in Hattar economic zone, which was divided into various plots. But investors had to face various difficulties in machinery installation, gas, electricity, drainage and other infrastructure management, which is needed for product marketing (Ibid).

For easy development of the project, the Provincial government established Industrial Facilitation Centre (IFC) at the Hattar Economic Zone, which was previously known as Hattar Industrial Estate. The objective of the inauguration of the Industrial Facilitation Centre is to provide all sorts of facilities for industrialists in the Hattar Special Economic Zone. In IFC, a separate bench has been created to enlist all the requirements of industrialists. The IFC will receive the application from industrialists and directly coordinate with government departments to reduce the time taken to complete a task. IFC will help industrialists to develop production capacity and minimize bureaucratic hurdles. With the establishment of SEZs in different areas of Khyber Pakhtunkhwa, investment in the province will be started again (The News, June 24th 2020)

Under the umbrella of CPEC, the government of Khyber Pakhtunkhwa has established various Special Economic Zone in various districts of the country. The aim of the establishment of a Special Economic Zone is to promote trade, increase employment and flourish economic growth. The strategy establishment of SEZs is adopted in almost one hundred and thirty countries of the world (Ibid).

Before the establishment of Special economic zones under CPEC, various economic zones were established in different areas of Pakistan. To some extent, success has been gained, but still, there requires improvement in the development of economic zones. There are various reasons for failure in the development of SEZs in the country, such as lack of good governance, political intervention, and lack of information incentives. With the establishment of SEZs under CPEC, efforts are made to overcome these problems (Khan . K, Anwar, 2016).

One of the greatest problems faced by the Hattar Special Economic Zone is the lack of availability of gas. To overcome this issue, on the approval of the Chief Minister of Khyber Pakhtunkhwa, a consumer metering station having a capacity of 2.5 MMCFD is established at

Hattar Special Economic Zone (SEZ). It is also announced by the government that its capacity will be raised to 5 MMCFD. For the time being, to meet the need for gas in Hattar economic zone, it is decided to raise funds up to thirty-nine million rupees for the provision of gas in all the industries at Hattar SEZ. But for the long term, it is decided to raise the supply of gas to 24 MMCFD from the Kamra pipeline. So far as the cost of the project is concerned federal government, under the Special Economic Zone Act of 2012, promised to provide Rs1.83 billion for Hattar Special Economic Zone. (The Nation, November 25, 2020).

The Hattar Special Economic Zone includes 40 industries, along with the construction of a grid station with a capacity of 40MW and a double feeder with 10 MW capacities. The advantage of the establishment of economic zones is that it will attract investors across the globe and will create jobs in the region. The government has fulfilled its promise of supplying gas to the Zone. The Zone will bring economic prosperity for the people of the region as well as a job opportunities for the youths (Ibid).

Suki Kinari Hydro Power project

The Suki Kinari hydropower project is an important project under the umbrella of CPEC of Hazara Division. It is located at Kaghan valley, which is one of the most beautiful places in District Mansehra. Suki Kinari has the capacity to generate 870MW. This is a great electricity project which will be acquired through hydropower in Kaghan Valley, Mansehra District, Pakistan (Suki Kinari Hydropower Project n, d).

The estimated cost of the project is 1.96 billion US dollars. China's investment in this project is eighty eight per cent of the total investment whereas Pakistan is sharing two per cent investment. The Suki Kinari project is also from one early harvest project of CPEC. It is the biggest project supported jointly by China and Pakistan. The plan for the Suki Kinari hydropower project was developed in 2005

to be completed in six years. When it is operated for thirty years, it will be handed over to the government of Khyber Pakhtunkhwa (Ibid).

There require various facilities for the successful completion of the project. These facilities include the power intake system, flexible concrete cutoff and spillways. With the completion of the Suki Kinari project, water will be delivered required for penstocks. In this project, underground de-sanders will be constructed, which will help with silt from the water. An underground powerhouse will also be built with a capacity of 916 MW power. Four generators will also be used, which have more than two hundred MW power generation capacity. For releasing the water back into the river, two tunnels having D-shaped will be used, which have a length of almost 4.1 KM (Ibid).

Power generated at the Suki Kinari hydropower project is proposed to be transmitted to the national grid. National Transmission & Dispatch Company, the local utility, is responsible for the construction of the transmission lines required for the grid connection. National Transmission & Dispatch Company is actively working hard day and night. CTDC will construct transmission lines. These transmission lines will eventually connect to the grid. The length of these transmission lines is 170 km. Apart from the construction, these transmission lines and two line bays will also be constructed in this Suki Kinari hydropower project; two banks of china are providing debt, as Industrial and Commercial Bank of China and The Export-Import Bank of China. Other sponsoring bodies are China Gezhouba Group, Haseeb khan and Al-Jomaih Holding (Ibid).

The Suki Kinari Hydropower Project, which has an 870-megawatt power generation capacity, is an important project of the China-Pakistan Economic Corridor (CPEC). It is a private sector-sponsored hydropower project. Haseeb Khan is the Chief Executive of the hydropower project in Pakistan. This project will contribute to solving the problem of electricity in the country. In

Khyber Pakhtunkhwa, no private body has ever sponsored hydro projects at this level. It is the first hydropower project sported and developed by the private sector. The project will be completed by the end of 2022. (Khan, 2017).

As the project of Suki Kinari is located on the River Kunhar. River Kunhar is a tributary of River Jhelum. River Kuchar is located in district Mansehra district in the province Khyber-Pakhtunkhwa between Narran and Paras towns (Ali et al., 2021).

An issue arose when the workers started a strike due to some concerns in the form of sixteen demands, including allowances, a hard environment, wages and some problems. The labourers of this 880 megawatts Suki Kinari Hydropower project finally ended their strike, which continued for one week. They ended their strike due to the efforts of the Deputy Commissioner of district Mansehra. He ordered the company under the umbrella of which they are working to meet the demands of labourers (The News International, 9th November 2020).

The Spread of the novel Coronavirus also posed a great challenge to the construction of the Suki kinara project, yet the labourer has shown their great enthusiasm for the construction work. They, with strict preventive measures, are working continuously to complete the project. (The Nation, 3 May 2020).

Mirpur – Muzaffarabad – Mansehra Road

The *Mirpur-Muzaffarabad-Mansehra road* is also a significant project for CPEC in Hazara Division. The *Mirpur-Muzaffarabad-Mansehra road* project will be constructed with a probable amount of Rs 264 billion. With the completion of the project, the distance will also be reduced from Central Punjab to Azad Jammu Kashmir. MMM will help to trim down the distance by 50 KM along with the reduction in five to six-hour travelling time. This road will consist of six interchanges, four tunnels, four service areas and three weighing stations (Ahmed, 2017).

As one of the important projects of CPEC includes *Mirpur–Muzaffarabad–Mansehra Motorway*. It will help to connect Pakistan with the major CPEC road (*CPEC New Provincial Projects* n.d.). It will help to reduce the distance between the Hazara Division of Khyber Pakhtunkhwa with Azad Jammu & Kashmir (The News 2019).

Analysis

To take information about the projects of CPEC in the Hazara Division, a qualitative questionnaire has been designed to grab information about the projects of the China-Pakistan Economic corridor along with their objectives, progress and pros and cons. For this purpose, various categories of population of the district of Hazara division are selected. The targeted population is five teachers, five students, five businessmen, politicians, and five lawyers from each district of the Hazara division. There are twenty-five questions which are asked in the qualitative questionnaire attached at the end of the chapter. The total targeted population is 200 individuals in total. The Havelian dry port, including Cargo Handling Facilities, the Havelian –Thakot project, the KKH Phase-II, the extension of the Hattar Economic Zone, the Suki Kinari project, Mirpur Muzaffarabad – Mansehra road are the important project under CPEC in the Hazara division. While responding to question number 1, which is about the objectives of Havelian dry port and cargo handling facilities, among the two hundred individuals, 98 favoured the second option of the question, which is developing the economy of Hazara division, 50 individuals agreed with the third option that is making an easy movement of goods between China and Pakistan, 38 persons in targeted population favoured the that the Havelian dry port and cargo handling facilities aim at promoting bilateral relations between China and Pakistan and 14 respondents selected the point that will be Making easy movement of goods just in Hazara Division.

While responding to the question about the rejoinder of the local population on the project of

Havelain, including Cargo Handling Facilities, out of 200 respondents, 111 agreed with the point that the people of Hazara will warmly welcome this project, 51 respondents agreed that the people of Hazara have concerns over this project, 23 opted that People of Hazara division are not against this project and the 15 agreed that the people of Hazara are against this scheme. On the question of a project Havelain, including Cargo Handling Facilities whether it will complete successfully and in due time, 159 respondents agreed that it would be completed without any delay, 2 of them agreed it might be completed with a delay of 5 years, whereas three individual responded that it could take time of ten years in its completion while 38 individuals agreed that the project would be completed partially. While on the subject of hurdles in the progress of Havelain, including Cargo Handling Facilities, 29 respondents gave their opinion that resistance from the local public is a big hurdle, 12 favoured the bureaucratic hurdles provincial, 34 selected the bureaucratic hurdles federal, three respondents choose the local weather, 79 considered the mountainous region as a great hurdle, and 43 respondents selected the point that lack of fund is a great hurdle.

The haveli to Thakot project is a very important project of CPEC in the Hazara division. While taking responses from different categories of population that includes, including politicians, lawyers, students, teachers and businessmen in different districts of Hazara division on the objectives of the Havelian to Thakot project, 75 respondents among 200 respondents, selected point number 1, which is Havelian to Thakot project will provide transportation facility to the Public, 125 respondents selected the point that it will facilitate Movements of Goods in the Hazara Division. On the question of the completion of CPEC, 176 respondents chose the point that the project will complete successfully in its due time, five respondents selected the point that it may take five years its complete, seven respondents selected the point that it may take ten years in its completion and the 14 respondents agreed with

the point that the project will be partially completed.

On the question of the biggest hurdle in carrying out the Hevellian -Thakot project, 92 respondents favoured that the mountainous region is the biggest hurdle in the construction of the project, 18 selected the point that the resistance from the local public, 13 respondents selected the bureaucratic Hurdles Federal, five favoured local weather as a hurdle in the construction of Havelain to Thakot project while 54 respondents selected the option that the lack of fund as a hurdle in this project. (Khan et al., 2023)

On the matter of the prospective implication of the Hevellian -Thakot project after its completion, 59 respondents favoured the point that it will enhance employment in the region, and 132 selected the point that it will pave the way for an increase in business activities in Hazara division. Nine respondents choose the point that Havelain to Thakot project may not help in employment and business opportunities.

On the question of who will get a great benefit from the Hevellian -Thakot project due to enhancing the employment or business in the region, 119 respondents selected the point that the people from other parts of Pakistan will get benefits, ten respondents chose the point it will benefit the people of China only, 25 respondent selected the point that it will benefit not only people of Hazara division, but it will benefit the people of other parts of Pakistan and China as well.(Naseer et al., 2022)

The Hattar Economic Zone in the Haripur district is a significant project for the development of industry and trade in the Hazara division. On the question of the development of the Hattar Economic Zone, whether it will be beneficial for the people of Hazara Division or not, 127 respondents selected the point that it will benefit the people of Hazara division, and 73 selected the point that it will not greatly benefit the people of Hazara division.

On the matter of how far the Hattar Economic Zone will be beneficial for the People of Hazara, 33 respondents believe that it will enhance employment opportunities, 159 respondents chose the point that it will enhance Business Opportunities, the eight respondents agreed with the point that it will enhance agriculture in the Hazara division.

On the question of the Hattar Economic Zone as the attraction for foreign investors, 142 respondents chose the point that it would attract foreign investors, while 58 did not agree with this point.

As far as the question of the reason of Hattar economic zone is an attraction for foreign investors, 11 respondents favoured the point that the incentives for investors as an important reason for the attraction of foreign investors in the Hazara division, two respondents chose the point beauty of the region as reason being attracted the towards Hattar economic zone, 34 selected the option that exemptions of custom duty on the import of machinery, and nine respondents favoured the point that income tax reduction is the main reason of attraction of foreign investors, 17 respondents selected the point that the discount on the land purchase, 11 respondent selected the point the waiver of income tax whereas the 104 respondents agreed with the point that on the basis of all of the reasons mentioned in the question will responsible for attracting the foreign investor towards Hattar economic zone.

While the greatest hurdle in the implementation of a scheme of Hattar Economic Zone, 11 respondents selected the point of the concerns of local people, 37 respondents chose the point that the lack of funds to meet energy needs, 81 respondents selected the point the political situation of the country, 48 favoured the point security concerns of China, 23 selected the bureaucratic hurdles, 11 choose the concerns of local people, 37 respondent favoured the lack of funds to meet energy needs, 81 selected the point that the political situation of the country, 48

choose the security concerns of China, 23 selected the bureaucratic hurdles as important points affecting the progress of Hattar economic zone.

On the question of facilities required for the successful implementation of Hattar Economic Zone projects, 33 respondents selected the point of the availability of sufficient gas, 46 chose the point that the electricity, 2 selected the point of Drainage, 42 favoured the infrastructure management, while 77 respondent agreed with point all the facilities mentioned in the questionnaire are required for fast progress of Hattar Economic Zone.

Suki Kinari project in Kaghan valley of Mansehra is also one early harvest project of CPEC that is important to meet the energy problem of the Hazara division; while its construction there had been some hurdles, 39 respondents favoured the concerns local population, 91 respondents selected the availability of funds, 44 choose the novel corona Virus, 26 respondents favoured the lack of support of local people important impediments in the building of Suki kinara project in the Hazara division.

On the question of how suki Kinari will fulfil the energy requirements, 84 respondents favoured the point that by generating the energy through this great scheme of Suki Kinari, 104 respondents selected the point that by importing the energy from China, 12 respondents selected the point by using new technology.

Mirpur - Muzaffarabad - Mansehra road is also a significant project under CPEC in Hazara Division, costing 264 billion rupees. On the question of the significance of the Mirpur - Muzaffarabad - Mansehra Road project, 80 respondents favoured the point that this project will connect Hazara division with Azad Kashmir, 98 favoured this project will help in easy travelling, 13 respondents agreed that it would reduce travelling time, the nine respondents favoured that Mirpur - Muzaffarabad - Mansehra road will help in trade development.

On the question of the completion of the Mirpur-Muzaffarabad-Mansehra road project, 186 respondents favoured the point that it will complete in due time, nine respondents selected the point that it will be completed with five years delay, and five respondents selected the point that there are no prospects of its completion one responded opined that it will be completed but with not great delay. On the question of the biggest hurdle in the implementation of the project Mirpur- Muzaffarabad-Mansehra road, 23 respondents favoured the point of funds availability, 63 selected the point that the concerns of local people, 102 agreed with Hard mountains, whereas 11 agreed with the weather of the region as an important hurdle in the construction of Mirpur-Muzaffarabad-Mansehra road.

Conclusion

To conclude the feedback of the targeted population in different districts of Hazara division of the projects under CPEC in Hazara division, it can be said that various projects have been planned for Hazara division if various areas of the Hazara division. To conclude the discussion, it can be said that the overall response on the prospects of completion of, hurdles and benefits of the projects of the respondents shows that these projects, including the Havelain dry port and cargo handling facilities, the Havelian –Thakot project, the KKH Phase-II, the extension of Hattar economic zone, the Suki Kinari project the Mirpur Muzaffarabad – Mansehra will definitely benefit the population of not only Hazara division but other parts of the province of Khyber Pakhtun khaw as well. Apart from the Hazara motorway and the Suki Kinari project, other projects are in progress. If completed will definitely give economic relief to the people of the Hazara division. To carry on the work on these projects, a special infrastructural project which is crossing through hard and mountainous regions as well requires a great deal of expertise, modern technology, and funds. Despite these requisites, some infrastructural

projects have been completed, including the Havelian to Thakot project and some portions of the KKH highway, but the rest are in progress and require political attention and the full support of the general public. Although the local population has concerns over the projects on giving lands and increasing labour power of china, they welcome the projects and support and desire that all the projects planned for the Hazara division must be completed to give an economic boost to the economic field of the Hazara division. If the hurdles in the completion of the project, whether a political situation of the state or weather related to social, be resolved, the planned CPEC schemes in the region will be completed in the desired timeline, which will definitely help in raising the standard of the people of Hazara division.

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