

**AN ANALYSIS OF SOCIAL INCLUSION THROUGH CHINA, PAKISTAN
ECONOMIC CORRIDOR (CPEC) IN KHYBER PAKHTUNKHWA,
PAKISTAN**

Azizul Hakim

PhD Scholar in Department of Sociology, University of Peshawar

Mussawar Shah

Professor in Department of Rural Sociology
University of Agriculture Peshawar Pakistan.

&

Lal Zaman

MPhil Scholar in Department of Sociology,
International Islamic University Islamabad, Pakistan

ABSTRACT

The major focus of this paper is to analyze social inclusion and development through China Pakistan Economic Corridor (CPEC). The harmonizing impacts upon the local of CPEC and to measure socio-economic interactions and social development in Peshawar city, (KP) of Pakistan. A sample size of 308 respondents was selected through stratified random sampling from three sectors: Khyber Pakhtunkhwa Chamber of commerce, Social science experts and Peshawar Railway stations employees. The Likert scale was used as an attitudinal scale to ascertain respondents' views about these Phenomena. Both uni-variate and Bi-variate analysis were carried out for outcomes. The dependent variable CPEC, impacts were assessed through on the independent variable (social inclusion) by using Chi-square test. The study found a positive association of development of transport infrastructure through CPEC with rejuvenation of socially excluded communities ($P=0.000$), poor transport infrastructure increase social exclusion ($P=0.000$), Improvement of transport routes increase access to both essential and non-essential place , services and hospitals ($P=0.000$), increase access to employment opportunities ($P=0.000$), develop skills of the low income for job market ($P=0.000$), transport infrastructure increases access to education institution ($P=0.000$), signify access of low income people to key resources ($P=0.000$), develop infrastructure mobilize low

income people, whose mobility is constrained by geographical hazard and financial constrain ($P=0.000$). It is concluded that the study found involve people of the area had a clear vision of social inclusion and convinced of improvement and rejuvenation communities services through CPEC. They understood the very fabrics of social exclusion as an outcome of poor wealth and transport facilities, compiled with low education services in the area.

Keywords: *China; Pakistan Economic Corridor (CPEC); Social inclusion, development.*

INTRODUCTION

Pakistan has a clear vision of regional connectivity for 2025. China, Pakistan Economic Corridor (CPEC) will play a significant role in regional linking and trade with the Association of South East Asian Nation (ASEAN), South Asian Association of regional cooperation (SAARC) and the Central Asia of Regional Economic cooperation (CAREC). The Chinese president Xi Jinping also offered to his Pakistani counterpart Mamnoon Hussain Pak-China community of Share destiny. The Chinese analyst considers the Pakistan, China economic corridor as the back bone of the president Xi proposal. The main aims of a community of shared destiny were accomplished in May 2013; When the China, Pakistan economic corridor agreement was signed to connect Gawadar port with Kashghar western part of China (Aarish, 2013). Further, in May 2013, Chinese Prime Minister Li Keqiang visited Pakistan to sign the landmark of PCEC contract. Prime minister of Pakistan Nawaz Sharif went to China in July 2013. In February 2014, president of Pakistan Mamnoon Hussain went to China where, president of China Xi Jinping put forward the proposal of “China Pakistan shared community purpose”. More than 250 agreements were signed between china and Pakistan of trade and joint co-operation. Eight agreements were signed when Prime Minister Nawaz Sharif visited China in July. Among these agreements the broadest agreement was China Pakistan economic Corridor. In February 2014, When President Mamnoon Hussain visited China five different agreements were signed in trade, regional linking, economy, energy and masses to masses contact (Daily Dawn, 2014).

Moreover, the agreement on early harvest project of Kasghar Gawadar Economic Corridor (KGECC) includes the upgrading and repositioning of the Karakoram Highway up to Islamabad, the building of Karachi to Lahore motorway, the building of new Gawadar Airport and the establishment of special economic zones (SEZ). In November 2014, When Prime Minister Nawaz Sharif visited China nineteen different agreements were signed in the implementation of CPEC. The China Pakistan economic corridor is an international project it includes Pak-China linking through railway and roads, laying down of optical fiber, the functioning of Gawadar port and others energy projects (The News August, 28 2014). Chinese president signed (MOU) of \$46 billion with Pakistan during his visit to Pakistan and that is a part of Kashghar Gawadar Economic Corridor. This is a part of China master plan of “one route one belt” which is a planned system of road, railway track, and oil and gas pipeline and naval routes that stretch from China to south and central Asia. The purpose of the project is at changing local trade route, increase Chinese investments in the area and link infrastructure gap. Planned investment in Pakistan mostly focused on the energy sector (74%), road networks (13%) and followed by coal mining (20%). The primary area of attention of Pakistan is inexpensive energy through coal. The China Pakistan economic corridor route shorten the trade route from South west China to the Africa, Middle East, and Europe and equally beneficial to both countries (Business Management Authority, 2015).

Similarly, CPEC will not only bring economic prosperity but it will also herald social development in terms of social inclusion, rising life standard, per capita income of the local masses. It will also impart job market, increase access to work place, education and health facilities. Social development means imparting equal social opportunities to the masses (UN, 1995).

Social inclusion means providing tremendous employment opportunities, good skills, high income, and more access to education and health facilities. The transport infrastructures development plays a significant role in the social inclusion of deprived communities. It

rejuvenates the socially excluded communities, whose mobility is constrained by geographical hazard and financial limitation. China Pakistan Economic Corridor (CPEC) is a project embodied in itself different small projects in the form of roads, Railways track, special economic zones (SEZ), installation of industrial products unites, optical fibers, hydro and coal based power projects and optical fibers. With the development of these infrastructures in different areas, the poor communities of the proximity will be developing and their masses will be including socially and economically.

LITERATURE REVIEW

The poor transport infrastructures also increase social exclusion of the masses from job market, employment opportunities and labor market. Similarly, South African is one of the big example, they were deprived from accommodation, leisure and employment opportunities. These were the repercussion of low density stretch, long distance travel pattern for jobs (Saint, 1998).

Likewise, it has also been reported that the main aim of transport integration is to decrease urban spreading and also to bring poor sectors of the communities near to the corridor. The suggested developments surrounding developments surrounding environment will be beneficial in term of employment and housing from the associated corridor. The socially landlocked regions which are keep running down, dismissed, high rate of crime and low business (UK, Social Exclusion unit, 1998).

A current social inclusion unit composed refines evidence to proof that transport and land use policy in United Kingdom has interactively worked to methodically produce and encourage social exclusion. The absence of good transport system is a major barrier to jobseekers after 16 years of education. It is also a barricade for the masses that rely on use of public transport for going to hospital. It also effects masses health appointment and postponement of medical services intervenes (Yorkshrine, 2002).

Along with transport routes development local trade and business development is also prerequisite for the decreasing unemployment ratio. The ratio of unemployment will be decrease when we encourage employment through entrepreneurial events. This skill will be developing through job creation, enterprise expansion. The multinational corporations will be operational and the small enterprises are also a source of labor force participation (Annual Plan, 2015).

The researchers found that North Eastern Corridor of Taiwan (NECT) that a corridor is successful and sustained because it is efficient ecologically, socially and economically. The social sustainability depends upon on the percentage expertly employed, family safety and disabled m Same is prophecy about China Pakistan Economic Corridor will invest \$46 billion in under-developed region of Pakistan. The building of railways line, roads and means of modern communications from China border Kashghar to Gawadar this will create employment opportunities in both countries (Moonis,2015).

MATERIALS METHODS

It was perceptual based study to analyze social inclusion through China Pakistan Economic Corridor (CPEC) in Khyber Pakhtunkhwa. The data has been collected from three concerned beneficiary sectors i.e. Khyber Pakhtunkhwa Chamber of commerce, Peshawar railway track employees and social science experts in Peshawar Khyber Pkhtunkhwa. Appropriate statistical tools are carefully selected and applied to ensure the most reliable inferences within the review of interaction between dependent and independent variables. As we know covering of total population is exhaustive study for the purpose of convenience samples has been selected from the total population. The total numbers of respondents were 2114.

A sample size of 308 respondents was taken for in-depth interview as this number was taken as per Sekaran (2003) mentioned population and sample size determination. Furthermore, for the collection of primary data a well furnished questionnaire has been designed to measure

each variable of interest encompassing all the basic aspects of the study. The questionnaire is consisted of three major sections i.e. Background variables, impact of China Pakistan Economic Corridor (dependent variable), and Trade and transport efficiency, social inclusion, Local investors investment, China Pakistan Economic Corridor establishment, as independent variables.

The questionnaire has been planned on likert scale with three categories response ranging from strongly agree to strongly disagree (see annexure I) prior to embarking on the collection of data, the questionnaire will be pre-test (Nachmiast & Nachmias, 2003). Moreover, the data has been organized and analyzed through uni-variate analysis percentage and frequency distribution and bi-variate through chi-square test respectively.

RESULTS AND DISCUSSION

Uni-Variate analysis

Frequency Distribution and Proportion of Social Inclusion through CPEC

China Pakistan Economic Corridor (CPEC) will bring to the main stream, the socially excluded people. It will bring social inclusion in different forms through development of transport infrastructure which rejuvenate the socially excluded communities, provide them employment opportunities, and increase accessibility to both essential and non-essential services.

Table 1. Frequency Distribution and Proportion of Social Inclusion through CPEC

S.No	Attributes	S.A	A	N	D.A	S.D.A	Total
1	Social exclusion means unemployment, poor skills, low income, poor access to education, high crime and bad health	72(23.4)	186(60.4)	50(16.2)			308(100)
2	Do you agree Development of transport infrastructure rejuvenate the local social excluded communities	82(26.6)	226(73.4)				308(100)
3	Do you agree that Poor transport infrastructure increases the social exclusion	72(23.4)	178(57.8)	2(0.6)	56(18.2)		308(100)
4	Socially excluded people have lack of access to both essential and non-essential services and facilities, Workplace and hospitals	146(47.4)	58(18.8)	104(33.8)			308(100)
5	Do you agree that CPEC transport infrastructure increases access to employment opportunities	161(52.3)	124(40.3)	22(7.1)			308(100)
6	CPEC will provide skills to low income people in the job market	188(60)	117(38)	3(1.00)			308(100)
7	CPEC transport infrastructure will provide access to health and education facilities	113(36.7)	195(63.3)				308(100)
8	CPEC transport infrastructure will signify access of low income people to key resources	113(36.7)	192(62.3)	3(1.00)			308(100)
9	CPEC infrastructure will give mobility to low income people, whose mobility is constrained by financial limitation and geographical hazard	116(37.7)	191(62.0)	1(0.3)			308(100)

Figure in the table denotes frequencies and figure in parenthesis denotes percentage. (S.A) denotes strongly agree, (A) denotes agree, (N) denotes neutral, (D.A) denotes Disagree agree and (S.D.A) denotes strongly disagree.

The above table shows views of the respondents regarding social inclusion through China, Pakistan Economic Corridor. In the above table, it has been illustrated that out of total 308 (100%), 72(23.4%) of the respondents were strongly agree, 186(60.5%) were only agree and 50(16.2%) have neutral views that social exclusion means unemployment, poor skills, low income, poor access to education, high crime ratio and poor health conditions are social

exclusion. Similarly, the transport infrastructure rejuvenates the socially excluded communities out of 308 (100%), 82(26.4%) were strongly agree, 226(73.4%) were agree with this view that development of transport infrastructure play a pivotal role in rejuvenation of socially excluded communities.

Likewise, 72 (23.4%) of respondents have strongly view, 178 (57.8%) of the respondents were agree, 2 (0.6%) have neutral view, 56 (18.2%) were disagree with view that poor transport infrastructure increase social exclusion. While in the support of this the respondents viewed that socially excluded people have no access to essential, non-essential services, facilities, workplace and hospital. Out of total 308 (100%) respondents 146 (47.4%) were strongly agree with this view, 58(18.8%) were only agree and 104 (33.8%) have neutral approach to this view. The development of China Pakistan Economic Corridor (CPEC) infrastructure will increase access to employment opportunities. From the total 308 (100%) respondents, 161(52.3%) of the respondents were strongly agree with this statement, 124 (40.3%) were only agree and 22 (7.1%) had neutral approach that CPEC will increase employment opportunities. From the total 308 (100%) respondents 136 (33.7%) were strongly agreed with view that CPEC will provide job opportunities to low income people in the job market, 117 (38%) were agreed and 3 (1%) had neutral approach to this view.

CPEC will provide access to good health and education facilities. In this project the transport infrastructure will be develop which will facilitate access to health and education sectors. Out of total 308 (100%) respondents, 113 (36.7%) were strongly agree, 195 (63.3%) were only agree with this view that transport infrastructures will make smooth and easy access to health and education facilities. In this way that transport infrastructure will ease access of low income people to key resources the respondents 113 (36.7%) of the respondents were strongly agree with this view, 192 (62.3%) were only agree and 3 (1%) had neutral approach towards this view about the facilitation to key resources of low income people due to improved transport infrastructure. Similarly, China Pakistan Economic Corridor will also give mobility to those masses whose mobility is constrained by low income and geographical hazard. Out of total

308 (100%) respondents, 116 (37.7%) of the respondents were strongly agree, 191 (62%) of the respondents were only agree and 1 (0.3%) had neutral approach toward this view.

Bi-Variate analysis

Association between CPEC and Social Inclusion

The development of transport infrastructure through CPEC project will ensure the social inclusion of the masses with social and physical proximity. It will impart security to many families social in term of economic dynamics by giving the ample opportunities of employment and their subsequent change in income. CPEC will provide job market to low income people, employment opportunities. Moreover, CPEC could also provide access to health and education facilities. By the same way when the transport routes developed it will mobilize low income people to key resources, whose mobilization is constrained by geographical hazard and financial limitation.

Table 2. Association between CPEC and Social Inclusion

S.No	Attributes	Social Inclusion			Total	Statistics
		S.A	A	N		
1	Social exclusion means unemployment, poor skills, lower income, poor access to education, high crime rate and bad health conditions	S.A	9(2.9)	63(20.5)	72(23.4)	$\chi^2=136$ $P=(0.000)$
		A	113(36.7)	73(23.7)	186(60.4)	
		N		50(16.2)	50(16.2)	
		Total	122(39.6)	186(60.4)	308(100)	
2	The transport infrastructures in CPEC rejuvenate the socially excluded communities	S.A	11(3.6)	71(23.1)	82(26.6)	$\chi^2=49.27$ $P=(0.000)$
		A	111(36)	115(37.3)	226(73.4)	
		N				
		Total	122(39.6)	186(60.4)	308(100)	
3	Poor transport infrastructure increase social exclusion	S.A	8(2.6)	64(20.8)	72(23.4)	$\chi^2=148.80$ $P=(0.000)$
		A	113(36.7)	65(21.1)	178(57.8)	
		N				
		Total	122(39.6)	186(60.4)	308(100)	
4	CPEC transports routes will increase access to both essentials and non-	S.A	31(10.1)	115(37.3)	146(47.4)	
		A	38(12.3)	20(6.5)	58(18.8)	

	essential services, facilities, work place and hospitals	N	53(17.2)	51(16.6)	104(33.4)	$\chi^2=324.49$
		Total	122(39.6)	186(60.4)	308(100)	P=(0.000)
5	CPEC transport infrastructure increase access to employment opportunities	S.A	38(12.3)	123(39.9)	161(52.3)	$\chi^2=242.177$ P=(0.000)
		A	61(19.8)	63(20.5)	124(40.3)	
		N	22(7.1)			
		D.A	1(0.3)		1(0.3)	
		Total	122(39.6)	186(60.4)	308(100)	
6	CPEC project will be provide skills to low income people in the job market	S.A	63(20.5)	125(40.6)	188(61)	$\chi^2=55.53$ P=(0.000)
		A	58(18.8)	59(19.2)	117(38)	
		N	1(0.3)	2(0.6)	3(1)	
		Total	122(39.6)	186(60.4)	308(100)	
7	CPEC transport infrastructure provide access to education institutions	S.A	7(2.3)	106(34.4)	113(36.7)	$\chi^2=84.47$ P=(0.000)
		A	115(37.3)	80(26)	195(63.3)	
		N				
		Total	122(39.6)	186(60.4)	308(100)	
8	CPEC transport routes will signify access of low income people to key resources	S.A	7(2.3)	106(34.4)	113(36.7)	$\chi^2=51.44$ P=(0.000)
		A	114(37)	78(25.3)	192(62.3)	
		N	1(0.3)	2(0.6)	3(1.0)	
		Total	122(39.6)	186(60.4)	308(100)	
9	Transport infrastructure will give mobility to low income people, whose mobility is constrained by low income or geographical hazard	S.A	7(2.3)	109(35.4)	116(37.7)	$\chi^2=89.206$ P=(0.000)
		A	115(37.3)	76(24.7)	191(62)	
		N				
		Total	122(39.6)	186(60.4)	308(100)	

Figure in the table denotes frequency and figure in the parenthesis denotes percentage. (χ^2) symbol denotes chi square while value of (P) denotes level of significance. Symbol (S.A) strongly agree, (A) agree and (N) neutral.

It has been illustrated in the above that a strongly significant (P=0.000) association was detected between poor transport infrastructure in the absence of CPEC and social exclusion in the form of unemployment, poor skills, low income, poor access to education, high crime rate and bade health conditions. It is, perhaps the non-availability of available transport system, devoid of provision of timely success to the members. Moreover, the study area was found

holding proper social fabrics and least institutional frame of catering educational needs of the locales. However, Saaty (1980), had view that with establishment of CPEC as a corridor ensure provision of the jobs, education and security not only to infrastructure but to the people as well. Same was the view of Ahsan Iqbal about CPEC that it is not only a single way but it is wide bundle of cooperation initiative this project comprises of regional linking, energy cooperation, information network infrastructure, industry and industrial gardens, agriculture development and poverty mitigation financial assistance as well as livelihood improvement including municipal infrastructure, health, education, and masses to masses contact .Its means that CPEC is not only trade and economic route but it also bring social development (Moonis, 2015).

Similarly, a strongly significant ($P=0.000$) association found between CPEC and rejuvenation of socially excluded people of the communities. These findings had close resemblance with the report of the UK, social exclusion unit, 1998, that the aim of developing transports routes in corridor to upgrade or develop the poor communities. In the landlocked region there will be high crime rate and low business.

Likewise, a strong and significant ($P=0.000$) association was existed between social inclusion and development of transport infrastructure. Similarly, a strongly significant ($P=0.000$) association was found between development of transport routes in CPEC project and access to both essential and non-essential services and health facilitation. These findings were indicative of the facts that a smooth and reliable transportation ensure highly social inclusion as outlined by (Yokshrine, 2002) that transport routes facilitate health appointment, medical services and also increase access to health, education and workplace.

Notwithstanding a strongly significant ($P=0.000$) association was disclosed between CPEC and creation and increase of employment opportunities. This result supports the view of (Moonis, 2015) that through CPEC 46\$ billion will invest in under developed region of the

country. The reconstruction of railway track, roads and communication facilities from China border Kashghar to Gawadar will create employment opportunities in both countries.

Likely, a strongly significant ($P=0.000$) association was found between CPEC and imparting skills to low income people in the job market. A frequent and viable movement leads to high frequency of interaction, where assimilation and acculturation takes place. In addition, such opportunities also emanate the chances of learning of skills from each other, which leads to more job opportunities and around skill development and job creation. Along with, enterprises' development for business and other activities are some of the salient characteristics of CPEC (Annual plan, 2015). These findings are similar with findings of Buckley (2002) that good conditions of infrastructures attract the foreign investors and also develop the firms of the host country that compete the international market, bring technological change and develop human capital.

In addition to the above, a strongly significant ($P=0.000$) association was existed between CPEC and increase access to educational institutions i.e. school, college and universities. likewise, a strongly significant ($P=0.000$) association was found between development of transport routes through CPEC and access of the low income people to key resources, whose mobility is constrained by geographical hazard and financial limitation.

DISCUSSION OVER FINDINGS

It was found that social exclusion means unemployment, poor skills, lower income, poor access to education and bade health condition. These deprivations are due to poor transport infrastructure, low per-capita income and geographical hazard. The communities which are victim of this plight conditions are due to poor transport infrastructure. The development of transport infrastructure rejuvenates the socially excluded communities. It will signify access to education, health and others keys essential and non-essential resources.

CONCLUSION

The study titled were an analysis of social development through CPEC, while tabling into considerations. Assessing the impact of CPEC over improvement of communities' i.e. infrastructure and its subsequent effect in the shape of social inclusion of locals in trade and business and others related investment activities. The study found involve people of the area had a clear vision of social inclusion and convinced of improvement and rejuvenation communities services through CPEC. They understood the very fabrics of social exclusion as an outcome of poor wealth and transport facilities, compiled with low education services in the area. It was found that CPEC as a project would embody in itself the establishment of state of the art educational institutions and a vibrant trade market with the sole purpose of locals' participation.

RECOMMENDATIONS

On the basis of the current study literature and data analysis the researcher put forwarded the following recommendations.

1. CPEC as a project should be projected as a mega project activity, not only pertaining to economic activities, rather its contribution in social development and provision of education should also eulogize.
2. New strategies and progress need to be devised by protecting and safeguarding the interests of all classes of society, with special emphasis on poor needy classes. Thus it would mitigate the diverse social exclusions.

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