

摘要

运输时间和金钱的物流将成为本文的主要重点。为了有效地与欧洲和中东国家开展业务，中国需要一条便捷、无风险且具有成本效益的贸易走廊。而巴基斯坦的国内和国际贸易基础设施和运输系统薄弱。为了满足两国的要求，巴基斯坦和中国签署了一个名为 CPEC 的大型项目，以缓解他们的贸易和其他经济发展。本研究的目的是确定 CPEC 是否能够令人满意地满足要求。本研究调查了中巴经济走廊将如何影响贸易和国际业务，包括运输货物所需的时间和成本。运输和基础设施是重要的贸易杠杆，因为它可以降低运输成本和交货时间，让运输货物的人和接收货物的人都感到轻松。当前时期的企业高度重视降低运输成本和缩短旅行时间，以此作为最大化收入和确保产品按时交付的手段。中巴经济走廊 (CPEC) 是本论文的主要焦点。更具体地说，讨论了 CPEC 的相关性以及它在成本和过境时间方面对中国和巴基斯坦进出口的影响。此外，该分析将推荐路线与当前遵循的路线进行对比。本研究主要根据所使用的研究方法使用描述性和定性研究策略。

研究认为，瓜达尔和喀什是对中国贸易和巴基斯坦经济发展非常重要的港口。之前中国是从上海进出口，而巴基斯坦对欧洲和中东的进出口大部分是从卡拉奇港，成本非常高。中巴经济走廊通过喀什港和瓜达尔港连接中国和巴基斯坦。为他们的国际贸易提供通往欧洲和中东的新贸易路线，而作为 CPEC 项目一部分的瓜达尔海岸线、铁路和公路网项目正在连接巴基斯坦所有省份。这些铁路和公路网将增加巴基斯坦的国际和国内贸易，创造就业机会，并将发展巴基斯坦的经济。

为了分析 CPEC 的有效性，我们计算了 40 英尺集装箱的运输成本和运输时间。始发地是位于中国西部的喀什无水港，目的地是位于欧洲和中东的三个港口。通过计算两条航线（当前贸易航线和 CPEC 航线）的运输时间和运输成本，然后比较它们，我们发现 CPEC 航线减少了 36% 的欧洲运输成本，50% 的吉达和科威特运输成本，68% 的运输成本到阿

曼，而在运输时间方面，从欧洲出发的时间将缩短至 10-11 天，从吉达出发的时间将缩短 11-13 天，从科威特出发的时间将缩短 15-18 天，从阿曼出发的时间将缩短 10 天。现在，瓜达尔港不仅提供了通往中国的最短路线，也提供了通往巴基斯坦的另一条贸易通道。巴基斯坦现在可以使用瓜达尔港与中东和欧洲国家进行进出口，这是巴基斯坦海上贸易的较短路线。从瓜达尔到巴基斯坦其他地区的火车、高速公路和公路网正在缩短陆路距离，例如从瓜达尔港到奎达，它提供了贸易和货运的联系，还到达了阿富汗和中亚共和国。

由于白沙瓦-卡拉奇高速公路从 48 小时缩短至 7 小时，中巴进出口也将增加。西部路线（主要贸易路线）还为俾路支省和开伯尔-普赫图赫瓦省的企业提供了一个通过喀什向中国出口的可行选择，因为它提供了更好的基础设施和市场准入。这条航线的开发是为了促进巴基斯坦和中国之间的贸易和运输，预计将促进该地区的经济增长。此外，中巴双方在经济特区投资兴建新工厂，未来瓜达尔有望成为国际贸易枢纽，这将给众多中巴跨国公司带来巨大利益，尤其会提振巴基斯坦经济。

ABSTRACT

The logistics of transporting both time and money are going to be the primary focus of this thesis. To effectively conduct business with states in Europe and the Middle East, China requires a trade corridor that is expedient, risk-free, and cost-effective while Pakistan has poor infrastructure and transportation system for its national and international trade. To fulfill the requirements of both countries, Pakistan and China signed a mega project called CPEC to ease their trade and for other economic developments. The purpose of this study is to determine whether or not CPEC is capable of satisfactorily meeting the requirement. This study investigates how the China-Pakistan-Economic-Corridor will influence trade and International businesses in terms of the amount of time it takes to transport goods and the cost of doing so. Transport and infrastructure are important trade levers because they make it easier for both the people who are transporting goods and the people who are receiving them by cutting down on the amount of time and money required for travel. Businesses in the current period place a high priority on lowering their shipping costs and shortening their transit times as a means to maximize their earnings and ensure that their products are delivered on time. The Central Asia-Pacific Economic Corridor (CPEC) serves as the primary focal point of this thesis. More specifically, the relevance of CPEC as well as the effects it has on China and Pakistan's import-export in terms of costs and transit

times are discussed. In addition, the analysis contrasts the recommended route with the one that is currently being followed. This study primarily makes use of a descriptive and qualitative research strategy in terms of the research methods that are utilised.

According to the study, Gwadar and Kashgar are very crucial ports for trade and economic developments of Pakistan and China. Before China was importing and exporting from Shanghai while Pakistan's most import-export to Europe and Middle East is from Karachi port which is very costly. CPEC connects China and Pakistan through Kashgar and Gwadar port and giving them a new trade route to the Europe and Middle East for their international trade while projects on the Gwadar coastline and railways, highways and network of roads as a part of CPEC project is connecting the all provinces of Pakistan. These highways, railways and network of roads are going to increase internal trade of Pakistan, creating employment and will develop Pakistan's economy.

To analyze the effectiveness of CPEC, we calculated a shipping cost and transit time of a 40-foot container. The point of origin is the dry port of Kashgar, which is located in western China and the destination points are three ports located in Europe and the Middle East. By calculating the transit time and shipping cost of both routes (current trade route and CPEC route) and then after comparing them we found that CPEC route is reducing 36% shipping cost to Europe, 50% to Jeddah and Kuwait and, 68% shipping cost to Oman while when it comes to transit time, the time duration from Europe will decrease up to 10-11 days, from Jeddah it will decrease 11-13 days, 15-18 days from Kuwait and 10 days from Oman. Now the port of Gwadar is not only providing the shortest route to China but also giving another trade route to Pakistan. Pakistan may now use Gwadar port for its import and export with Middle East and European countries which is the shorter trade route for Pakistan through sea. The trains, highways and network of roads from Gwadar to other parts of Pakistan is shortening the distance of land such as from Gwadar Port to Quetta, it offers linkages for trade and shipments, and it also reaches Afghanistan and the Central Asian Republics.

Import and export between China and Pakistan will also increase due to Peshawar-Karachi motorway which is decreasing 48 hours distance to only 7 hours. The western route (main trade route) also provides a viable option for businesses in Balochistan and Khyber Pakhtunkhwa to export to China via Kashgar, as it offers improved infrastructure and access to markets. This route has been developed to facilitate trade and transport between Pakistan and China, and is expected to boost economic growth in the region. Moreover Chinese and Pakistani investments in Special Economic Zones will build new factories and in the future Gwadar is expected to become a hub for international trade, which will give great benefits to many Chinese and Pakistani MNCs will specially boost the economy of Pakistan.

Keywords: CPEC, Economics Development, shipping cost, transit time, impact, Pakistan's economy, trade corridors, logistics, transportation, infrastructure, import, export, and western route (also called main CPEC trade route)

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CHAPTER-ONE

INTRODUCTION

Significant improvement of local transport infrastructure in the shape of highways, motorways, ports, and railway lines will increase the efficiency of transport and business. The development of transport infrastructure will not only connect the remote areas of Pakistan but also improve the link between Africa, Asia, and Europe that will attract the foreign investors. Additionally, local transport infrastructure would provide easier and cost-effective access to local and global markets, promoting national and international business that would further increase investment and productivity. Road and transportation are important for business activities. For example, the purpose of any business organization is to minimize logistics costs and decrease the transit time. The regions along the CPEC route would become more attractive as these locations will favor industries and agricultural product and services industries, and small scale and medium-sized scale business would be special beneficiaries. This will also attract local and international investors for economic growth and business.

The China-Pakistan Economic Corridor (CPEC) is a highly valued initiative by both the Chinese and Pakistani governments, with the aim of stimulating economic growth and development in Pakistan. The project focuses on enhancing transportation and energy infrastructure in the country, with the expectation of improving regional connectivity and elevating Pakistan's economic prospects. This research endeavors to examine the impact of CPEC on Pakistan's economy, particularly in terms of transportation costs and travel time.

As nations strive to reinforce their economies and attain greater international prominence, China's robust growth and stability in the face of the 2007-2008 financial crisis serves as a remarkable example. The CPEC project can assist emerging economies, including Pakistan, in meeting their energy demands, as China is regarded as Pakistan's "all-weather" ally.

Pakistan's strategic location at the crossroads of the Middle East and Central Asia has made it a crucial center of commerce, and this has piqued China's interest in the CPEC project. The centerpiece of the initiative is the connection of the Gwadar Port in Baluchistan, Pakistan to the bustling trading center of Kashgar in western China. The China-Pakistan Economic Corridor

aims to further enhance this commercial significance by establishing a direct link between the two countries.

Due to its massive energy needs, China imports a majority of its oil supplies, between 70% to 80%, through the Indian Ocean route. However, this route is guarded by both the US Navy and the Indian Navy, making it susceptible to disruptions in the event of conflict. As an alternative, China can import energy through the China-Pakistan Economic Corridor (CPEC), which provides a safer and more economical solution. This would ensure a secure and reliable source of energy for China.

From China's perspective, the China-Pakistan Economic Corridor (CPEC) is a crucial component of its One Belt, One Road (OBOR) program aimed at boosting regional connectivity. The completion of CPEC is expected to result in an annual saving of \$2 billion for China on its oil imports from the Gulf region. Additionally, the CPEC trade route will present a more cost-effective option for China to export goods to the Middle East and North Africa (MENA) region.

1.1 Significance of the Study

China's pursuit of a dominant role in the global economy has placed emphasis on the One Belt One Road (OBOR) initiative, aimed at constructing a direct and efficient route to the Middle East and Europe. Within this framework, the China-Pakistan Economic Corridor (CPEC) is deemed a crucial component, offering a more cost-effective and efficient means for trade and shipping to meet China's energy demands. This study aims to evaluate China's investment in CPEC and its ability to deliver the intended benefits when compared to traditional trade routes.

1.2 Description and Motivation

Transportation efficiency, reliability, and cost-effectiveness are crucial considerations for businesses. The China-Pakistan Economic Corridor (CPEC) aims to address this by connecting the trading center of Kashgar in western China with the port of Gwadar in Pakistan, thereby reducing shipping distances. Currently, over 70% of China's trade volume travels through the Indian Ocean route, which includes the treacherous Strait of Malacca and is monitored by the US and Indian navies. CPEC offers a solution by cutting over 10,000 km from the trade route, reducing shipping time from 45 to just 10 days. This initiative allows China to bypass potentially disputed shipping lanes near the Philippines, Indonesia, Taiwan, Vietnam, and India, leading to shorter routes and lower shipping costs.

Businesses must balance timely delivery and cost-effective transport. Choosing a faster but more expensive method, such as air transport, increases shipping costs if quick delivery is a priority. Each country strives to find the most efficient trade routes to minimize transportation time and cost. Adequate infrastructure, such as roads, railways, and pipelines, is crucial to support commerce and reduce transit times and transport costs.

1.3 Research aim and Questions

The main objective of this study is to examine the impact of travel time and shipping costs on trade. The research proposes a cost-effective and time-saving approach to transportation.

China is seeking a secure, efficient, and cost-effective trade route to reach European and Middle Eastern countries. This research aims to determine if the China-Pakistan Economic Corridor (CPEC) can effectively fulfill this need. CPEC has the potential to become the fastest and most direct route between China and the Middle East and Europe. It could also provide an easier travel path for people in China to reach the Middle East, leading to significant effects on international trade.

On both the current and proposed routes, costs and travel times for a 40-foot container are calculated and compared.

The study questions are;

- What kind of effect does it have on shipping rates and transit times for imported and exported goods?
- How long will it take to deliver goods and how much will they cost to ship via this route?
- What is the impact of CPEC on shipping costs and transit times for Pakistan's economy?
-

1.4 Research Methodology

Methodology provides a summary of the approaches used to accomplish the research. The chapter covers the research design, sources of data, data analysis and data interpretation.

1.4.1 Sources of Data

- **Primary Data Collection:** Primary data (shipping prices) have been gathered through email correspondence with shipping agencies and freight forwarders. The sea travel time was calculated using data from the real-time vessel schedule published by CMA Line. Google Maps is used to calculate how far the journey will take.
The data has been collected through Freight forwarders like Combined Freight and AW Logistics, as well as shipping lines like CMA-CGM, MSC, China Shipping, and Hapag Lloyd.
- **Secondary Data Collection:** The data comes from a variety of sources, such as the Internet (include google maps), scholarly journals, books and newspapers. Information such as shipping rates and estimated delivery times have been gathered directly from shipping companies and logistics providers. The proposed and existing routes both make use of land and maritime transportation. The price of shipping by sea is compiled from various shipping companies, while the price of shipment by road is estimated using information acquired from the Internet and freight forwarders.

1.4.2 Data analysis

To address the research topics of the thesis, a descriptive and qualitative research approach is adopted. Both the current and suggested routes have undergone a comparative study. In the comparison research, variables including total distance, transit time and shipping cost have been employed.

1.4.3 Data interpretation

Main variables to understand the time efficiency and route's cost are shipping costs, transit times, and total distance. The proposed route will benefit trade if, relative to the existing route, it's computed values for the aforementioned variables are lower. However, the recommended approach will hurt commerce if the computed values of the variables are larger than expected. Current and proposed route comparisons make route selection simpler.

1.5 Study Contribution

The contribution of this thesis will be to provide a comprehensive analysis of the impact of CPEC on shipping costs and transit times in Pakistan. The findings of this research will be valuable to policymakers, businesses, and researchers interested in understanding the effects of large infrastructure projects on international trade and transportation.

1.6 Study Limitation

Due to the ongoing nature of the CPEC project, obtaining precise information, such as the time and money required for shipment through road, is challenging. Prices for shipment were provided by the respective shipping firms.

Both the existing and proposed paths include both land and water segments. It's not too difficult to guess how much money and time a shipment will take to arrive by sea. Contrarily, doing the same for the road section is difficult. Due to price discrepancies between providers in the area, the costs of road transport may vary. In order to complete the study and answer the research questions, an average cost for road transportation was used.

Since Gwadar port is not yet fully functional, researchers must use Karachi port to meet their needs. Both ports are conveniently located, and they offer competitive shipping prices and transit times for ships traveling the seas.

1.7 Thesis Format

This thesis contains six chapters. Chapter one introduces the background of the study to help readers/users of this project have a fair idea of what the entire thesis is about. In the second chapter, existing literature is reviewed to serve as a guide for the subsequent chapters. The third chapter gives a detailed understanding about Pakistan and highlights the China Pakistan Economic corridor. Chapter four calculated the main CPEC trade route and compared it with China's current trade route by explaining it with shipping/delivering cost and transit/travel time perspective while chapter five discusses the impact of CPEC on Pakistan's economy especially due to CPEC's main trade route and projects on this route and coastline. Additionally this chapter explained the positive impact of CPEC on China's international trade, Pakistan's national and international trade and increased the importance of Pakistan due to regional

connectivity. When it comes to the sixth chapter, the study presents the conclusions and recommendations stemming from the findings in chapter four and five.

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