

PERCEPTION MAPPING OF COASTAL COMMUNITIES OF BALOCHISTAN ON SOCIOECONOMIC ISSUES IN RELATION TO CPEC

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Abstract

This research paper presents a study on the perception mapping of coastal communities in Baluchistan, converging on their socioeconomic issues associated with the China-Pakistan Economic Corridor (CPEC). The CPEC is a significant infrastructural project that aims to enhance connectivity between China's western region and Pakistan's Gwadar port, located in Baluchistan province. This connectivity will have certain impact in the region; specially the adjoining areas of Gwadar Port and the roads/highways leading to Gwadar. This study focuses on understanding the perceptions of coastal communities towards the socioeconomic impact of CPEC, as it has the potential to bring both positive and negative changes to the region. The objective of this study is to understand the apprehensions and perceptions of the coastal communities in Balochistan regarding socioeconomic implications of the CPEC. To attain this objective, mixed-methods approach has been adopted; incorporating both qualitative and quantitative data collection techniques. Semi-structured interviews, focus group discussions, and surveys have been conducted to gather primary data from the local residents, government officials, and other stakeholders. The findings reveal a diverse range of perceptions among the coastal communities regarding the socioeconomic issues related to CPEC. While some participants expressed hope and confidence about the potential economic benefits and improved infrastructure, while others raised concerns about environmental degradation, displacement, and inequitable distribution of resources. These findings have implications for policymakers,

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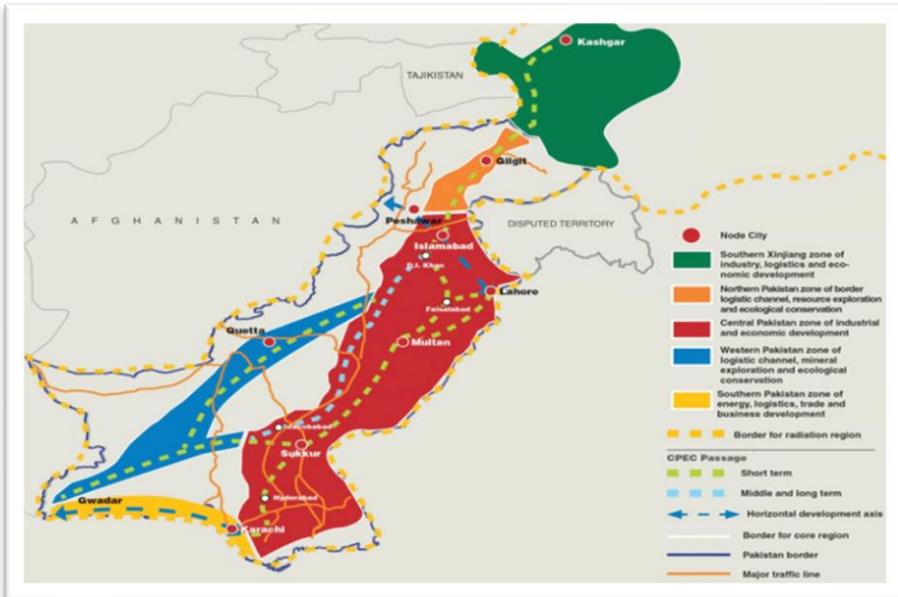
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project developers, and community stakeholders, highlighting the need for inclusive development strategies, environmental safeguards, and transparent governance mechanisms to address the concerns and leverage the opportunities associated with CPEC. The analysis of this study also identifies key factors influencing these perceptions, including educational level, occupation, and proximity to CPEC-related projects.

Keywords: Perception mapping, coastal communities, Baluchistan, socioeconomic issues, China-Pakistan Economic Corridor (CPEC).

Introduction

CPEC includes collaborative projects comprising infrastructural construction, development of industry and improvement in livelihood specially focusing at socioeconomics having direct linkage with prosperity of the people and security of the area. Main project of CPEC includes development of ¹Gwadar deep sea Port. Its significance increases manifolds due to its geographical location. It is connected with Karachi via ²Coastal highway and ³Regional Cooperation for Development (RCD) highway passing through coastal areas, normally referred as horizontal axes in CPEC [Ministry of Planning, Development & Reform, GoP, 2018]. Its importance further increases as ⁴functional zone is also planned in the southern coastal zone due to importance of Gwadar, encompassing most of coastline and linked area.



The project also intends to strengthen cooperation and collaboration in coastal fisheries. Although the fisheries industry is still not particularly developed, the sea along the coast of Balochistan is full of marine resources, and the most of the population in coastal communities depends on it for their livelihood. The 750 KM-long Balochistan province's coastline starts at Goth Haji Alano, the Hub River's mouth, on its eastern boundary with Sindh province, and stretches to Jiwani, where Bay of Gwadar borders Iran. All coastal communities, from Goth Haji Alano till Jiwani, are fishing communities. The lasting strategy also demands for development of coastal tourism to raise the standard of tourism services and to support socioeconomic growth in the area. Alongside, it also contemplates developing the route for tourism linking coastal cities, including Keti Bandar, Karachi, Somiani, Jiwani, Ormara and Jhal Jhao, with special focus on seaside recreation and tourism.

1. Developmental work of Gwadar Port is bringing economic activity to the locals, however, at the same time; it has also served as a source of attraction for the sub-nationalist political narrative and unrest in the region. This unrest gets further fuel when sub-nationalist political demands and objections Functional Zones of CPEC not properly addressed. Under these circumstances, it is essential to examine how the local population of these coastal areas looks towards CPEC, understand related socio-political challenges and workout policy measures to address the issues. This is also going to be helpful to understand the perceptions of the people and accordingly take necessary measures to educate them from stop them from being exploited by the sub-nationalists' agitators. While doing so, addressing the local stakeholders' concerns and bringing them as part

of policymaking process may help boosting public trust in government agencies and open the doors for viable solution.

Unrest in the Coastal Districts of Balochistan

2. Balochistan has seen ⁵four periods of militancy over the course of 75 years: in 1948, 1962–1969, 1974–1977, and as of 2023 [Hafeez Ahmed Jamali, 2014]. Prior to the year 2000, when militancy was actively pursued, coastal districts were unaffected; however, today, things are different. In the past, ‘Jams of Lasbela’ ruled ⁶Lasbela, which was a feudatory of the Khanate of Qalat. For a significant portion of history, their political relations remained strained. The majority of the tribes in Lasbela speak Balochi and Lasi, a dialect almost similar to Sindhi. The markets for the Somniani and Gadani fisheries in Lasbela were in Karachi rather than Qalat. Lasbela was established into a separate district and added to the Karachi division in 1960.

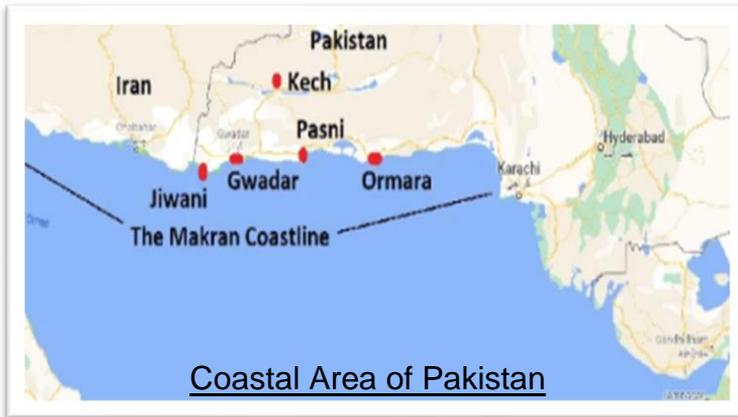
3. The history of Gwadar is distinct from the nationalism of the inland Baloch people. Before Pakistan acquired it in 1958, Gwadar was a part of Oman. While there are clans and noteworthy locals in Gwadar, but there is no tribal structure that is connected to the sociopolitical structure of the former Qalat Empire. Later decades saw a change in the situation resulting into deterioration of prevailing environment. The Baloch Students Organization’s (BSO) role in politics produced a group of Makran-based sub-nationalist leaders. As previously mentioned, nationalists saw it as a danger to their identity in the potential demographic shift in shape of Gwadar project. This added to their grievances because Gwadar is also a part of the Makran region, making Makran the focal point of the continuing insurgency.

Although sub-nationalist element in the province has decreased, however it still exists in the areas where CPEC projects are active to undermine CPEC projects and Chinese labour.

4. **Balochistan's Coastal Communities in Relation to CPEC.**

Communities in the Balochistan districts of Lasbela and Gwadar (with a sizable population on the Sindh coast) comprise a distinctive yet diverse group. Their environment, culture, customs, aspirations, and problems are virtually the same. Although the focus of the research in this paper is Gwadar city, local voices must be used to filter the trickle-down effects of CPEC-related development. In contrast to Gwadar, Lasbela district has a population of 574,242, as per 2017 Census. The following are noteworthy coastal settlements: -

- a. **Lasbela.** A seaside tehsil in the Lasbela district is called Gadani. In addition to the shipbreaking yard, it is widely known for its beach. There are 24,579 people living there. This region includes Haji Allano Goth, which is close to the Hub Power Company Limited (HUBCO), Byco Petroleum Pakistan Limited (BPPL), and the multi-billion dollar HUBCO coal power facility. A fish harbour is also present in Lasbela.
- b. **Sonmiani.** Another seaside tehsil in Lasbela is Sonmiani. It is also home to Dam Bandar, one of the main fishing locations on the Balochistan coast. Additionally, Sonmiani Bay, also known as Sonmiani Kaur locally and is known for its abundant marine riches. The population of Sonmiani Tehsil is 64,392.
- c. **Liari.** A seaside tehsil in Lasbela is called Liari. It offers well-known tourist attractions and recreation areas known for their beautiful beaches including Kund Malir, which is listed among the top 50 beaches in Asia. It has population of 11,766 individuals approx.



- d. **Ormara**. A seaside tehsil in the Gwadar district is called Ormara. Like Gwadar, Ormara Town's terrain juts into the sea. The settlement's natural beauty and significance is increased by its three-sided shore. Ormara is home to both the Cadet College and the Jinnah Naval Base. It has 25,727 residents.
- e. **Pasni**. The second coastal tehsil in the Gwadar district is Pasni. It has a harbour for fish with distinct docks for cargo landing. Pasni tehsil includes the fishing communities of Chur Bandar and Kalmat as well. The planned oil refinery would be constructed near Pasni with funding from Saudi Arabia. It has 61,369 inhabitants.
- f. **Gwadar**. Another coastline tehsil in the district is Gwadar. Both the district and tehsil have their headquarters in the town of Gwadar. This tehsil includes the most important town, where the Gwadar Port and other important infrastructure is situated. Sur Bandar and Pishukan, two fishing communities, are also nearby. Its population is approx 138,438 individuals.
- g. **Jiwani**. The last coastal tahsil of the Gwadar district is Jiwani that borders Iran. Jiwani is close to Iran's Chahbahar Port. It is recognised

for its clean beaches and has lot of scope for fishing activity. It has 26,991 inhabitants.

5. Field Study on Balochistan's Coastal Communities' brings out fol perceptions:-

- a. Interaction with locals of coastal belt i.e. Gadani, Sonmiani, Kund Malir (Lasbela district), Ormara, Pasni, Kalamat, Churbandar, Peshukan, Gwadar, sur Bandar, and Jiwani (Gwadar district) within 30 kilometres of the coast, adjacent to Makran Coastal Highway- primarily brings out hopes and fears of the coastal communities.
- b. Fisher folk who took part in the study were from the Gwadar (75%) and Lasbela (25%). It displays the socioeconomic picture of Balochistan's coastal regions. In contrast to Lasbela district, the Gwadar district's population is mostly fishermen.
- c. In this study, the perceptions of the Balochistan coastal belt's residents are mapped and divided broadly into two main categories: hopes or ambitions and worries or apprehensions. Most individuals are aware of CPEC and understand that Gwadar Port serves as the centre of the development activity. They are aware that the transportation network is connecting it to the rest of the country and it is going to open doors for commercial investment and the creation of jobs. Even though they are living in extreme poverty, the locals recognise that coastal tourism, the use of marine resources, shortened travel times, seaborne trade, etc, will assist them to improve their quality of life.
- d. They believe that the development will benefit every individual of coastal community and they acknowledge that infrastructure development and connectivity has improved manifolds their

socioeconomic conditions and the graph will continue to rise in the years to come.

- e. Most fishermen hope to find it as an opportunity for better employment and pathway to access basic necessities of life i.e. access to electricity, clean drinking water, and medical services.
- f. Locals also appreciate the improvement in law and order and effective functioning of government machinery in relation to the past.

6. **Worries and Apprehensions**. Along with hopes and expectations, the slow pace of CPEC projects' had a trickle-down effect on the populace of coastal villages. Due to lack of education, these communities become influenced and their aspirations may turn into anxiety:-

- a. **Loss to Source of Revenue**. 70 % of local population depends on maritime resources for their livelihood and this is their ancestral means of earning. They are skilled navigators and have long-standing knowledge of fishing seasons. However, due to construction of Eastbay Expressway, their routine of fishing is getting hampered. Despite the construction of two fish landing docks 40 km away from Gwadar in Sur Bandar and Peshukan, these locations cannot take 2200 boats owned by Gwadar's fishermen. This factor has created fear of losing the livelihood in their minds. This fear has also travelled to adjoining areas coastal that what is done in Gwadar will be repeated in other coastal areas also. The *workers at the shipbreaking yard* in Gadani are concerned about losing their employment. The locals have a fear that because they are not educated and skilled, labour from other parts of the country is going to replace them. Due to this reason, locals are demanding proven of contemporary tools and training so they are able to join the labour force and contribute to the economy.

- b. **Demographics.** The inhabitants of coastal settlements see a *danger to their identity and very existence due to potential demographic changes* brought in by the Gwadar project. Locals at places, like Ormara, Gwadar, Haji Alano Goth, or Jiwani, have developed the worry in their minds that their ancestral lands will be taken away and that their livelihood would be disrupted. This kind of perception generally prevails in the most of the population. Therefore, locals are concerned about *being excluded from the development activities and employment prospects* brought about by CPEC since they lack the resources and qualification to take advantage of the opportunities. The locals also worry that this kind of potential settlement of people from other parts of country to the coastal areas may result in making them a clear minority in the area.
- c. **Coastal Belt Securitization.** There is a perception among fishermen that conventional freedom of movement might not hold true in light of rising defence, commercial, political, and international stakes. Under the guise of security, vast extents of land are being purchased and the evolving security environment has caused a rapid transformation, increasing the need for security personnel. Of course, the security services encourage CPEC by policing the coastline region. Along the shore from Jiwani to Sir Creek, there is mechanism of security checkpoints placed up as well. Due to the continuing expansion of the Gwadar Port and the construction of Jinnah Naval Base (JNB), mobility is particularly constrained in Gwadar and Ormara. Due to lack of registration to the National Database and Registration Authority (NADRA), local movement is also hampered in Pasni and Kalamat.

- d. **Exploitation at the Hands of Privileged and Taking Advantage of Land Rights.** Influential individuals and lobbies have purchased a significant portion of land in Gwadar, leaving very little territory for locals. The coastal communities are concerned about being displaced from their ancestral lands and coastal resources as a result of the future expansion plan. Goth Haji Alano, located sideways to Hub's industrial area and the Gadani shipbreaking yard, are the places other than Gwadar, where CPEC related developmental projects are in progress. Locals in these coastal areas, who mostly do not own land or, if they do, can be forced to sell it by the elites, are afraid of losing their homes. Furthermore, Kund Malir, known for its golden beaches and other potential tourism sites are seeing an *influx of elites* and state agencies purchasing large tracts of land along the coast.
- e. **Trawler Mafia.** Fishing trawlers operating from Sindh province in near seashore waters is the most serious issue being faced by fisherman of Balochistan. 12 nautical miles of sea comes under provincial jurisdiction, according to the law. Section 3(1) of the Balochistan. Sea Fisheries Ordinance 1971 states that 'no person shall make use of any fishing boat or use any fishing apparatus in Balochistan waters unless a licence is obtained in the prescribed form issued by the licencing authority. It also states that 'no person shall be allowed to carry out any fishing activity with an encircling net or improvised net locally known as 'wire net' or 'gujj' or ring net and bottom trawls locally known as 'trawls'. Trawlers interrupt these obvious instructions by carrying out fishing activity without a valid licence and use of a wire net (gujja jal) within 12 nautical miles of seashore. This kind of occurrence is very common along Balochistan's entire coastal belt. The trawlers come very close to seashore and they

can be seen with the open eye. Gujja jal is a net similar to mosquito net, once used by trawlers, does not leave even smaller fish behind thus disturbing the natural food cycle. Trawling is practised along Balochistan's entire coastal belt. Fishing trawlers are mostly owned by powerful elites who ensure that their vessels are never detained by authorities.

- f. **Political Mistreatment.** Another major issue that locals face is exploitation at the hands of provincial and local leaders. The latter complain that they are rarely kept up to date on CPEC. Those who claim to be their representatives reap the benefits; however, locals are genuinely concerned for not receiving the true outcome of the CPEC.

7. **Expectations and Hopes.** The availability to deep sea water and the geo strategically importance of Gwadar City dictates its importance for CPEC project. Port of Gwadar and related facilities in the city serve as the main location for the city's major operations, including trade, commerce and energy terminals. The project also focuses to work on numerous connectivity projects and channels to promote local fisheries. Most of the coastal populations depend on the abundance of marine resources of the Balochistan coast for their livelihood, but the fishing sector is not developed correspondingly. Creation and use of a tour route linking Pakistani coastal cities with a leisure and vacation will undoubtedly boost the area's economy. The field is positioned around the littoral regions, and coastal populations anticipate being the obvious beneficiaries of the transformation they have long expected.

- a. **Opportunities for Education and Training.** In the districts of Gwadar and Lasbela, there is a dearth of technical education and vocational training institutions. *The University of Turbat* (UoT)

campus in Gwadar is an exception, whereas the Faqeer Primary School was opened with Chinese assistance and is staffed by highly qualified educators. The Ormara Cadet College in Ormara is another noteworthy institution; however it is not a project of the provincial government. The College accepts and enrolls students from all around the province, and the locals gain a lot from this. Despite their operational association, these institutions are regarded as a change from the normally prevalent educational facilities in the coastal belt. In the wake of megaprojects, ***skill development and capacity building*** of the coastal communities is the urgent need. The locals, who are primarily fishermen, desire to learn new, cutting-edge skills for their traditional profession. The people anticipate that enhanced connectivity will result in improved academic exchanges and educational infrastructure. They hope to establish themselves as a readily accessible important workforce and envision themselves benefiting from this massive undertaking.

- b. **Availability of Electricity and Clean Drinking Water.** The residents of coastal areas place a high value on utilities like electricity and clean drinking water. Most of people in Kund Malir use well water or receive it from the Hingol River. Since Ormara lies close to the Basol River, underground water-boring is feasible; nonetheless, it is insufficient for the population, thus the Pakistan Navy (PN) once a week distributes clean drinking water to residents through water tanks and in public spaces like mosques. Until 2012, Hub Power Company Limited (HUBCO) and BPPL provided electricity and water to the Hub industrial region as part of their corporate social responsibility (CSR). The Balochistan Development Authority (BDA) erected a desalination plant in Pasni (in 2013), Kerwat, Jiwani, and Singhar,

although none of these is operational. The only medical facilities for persons with common illnesses are Gwadar Development Authority (GDA) hospital in Gwadar and Darmanjah, a naval hospital in Ormara. However, a patient is sent to Karachi for care if they have any major health issues. However, people have hopes that as growth continues, their living situations will improve. Under their CSR activities, they anticipate local businesses to provide basic necessities and build human resources.

- c. **Fishermen's Relief Right Away.** Cyclones, sea incursion, and soil erosion are examples of the effects of climate change, which necessitate frequent but sustainable dredging strategies, the construction of new jetties, and a disaster relief facility in times of emergency. Breakwaters are necessary for villagers in Goth Haji Allano, Dam Bandar, Pasni, and Churbandar to anchor their boats since frequent encounters with the rough sea prevent them from engaging in their daily fishing activity. According to a national assessment study by Pakistan's office of Climate Change, surrounding area of Jiwani and Sonmiani are experiencing severe level of erosion, areas around Gwadar and Gadani are experiencing moderate level of erosion, and Ormara is experiencing low level of erosion and sea disturbance. Due to the extreme erosion, coastal communities are frequently inundated by seawater. Jetty locations have mostly become silted up throughout the coastal strip. People are relying on CPEC-led growth to bring a comprehensive mitigation strategy for the development of the coastal region while addressing these issues.
- d. **Economic Activities.** The locals expect CPEC to bring socioeconomic improvement despite the possibility of damage to the current marine resources. Almost all future coastal communities strive

to have the infrastructure needed to sustain fisheries and aquaculture. Additionally, the local fishermen anticipate that an integrated supply chain system and the development of fish processing facilities nearby will enable them to sell their product at favourable worldwide rates. The locals anticipate receiving alternative employment options that would facilitate their employment in the projects. They anticipate future fisheries expansion and competitive prices for small fishermen.

8. Key Findings

- a. In terms of *CPEC awareness*, there are two groups on the coastal belt: those who are only aware of the project's name but have little information about it and those who can understand the magnitude and importance of Gwadar project and have few worries related to their livelihood and expectations out of this project. The third group consists of students of college and universities, government employees in different sectors, political segment, and educated people who are familiar well with the overall dimensions of project. However, the majority of people have understanding with CPEC project, as Gwadar Port acting as center of gravity, with transportation infrastructure linking it to the remaining part of the country and further north, making it as an opportunity for investment and profitable business.
- b. The constructional work started at Gwadar Port in 2002-03, and both locals and people on the mainland recognised that the progress of the Gwadar Port would prove to be a landmark in the country's socio-economic advancement, linking Pakistan with China and Central Asian Republics (CARs), with stronger trade relations with China and the other countries of the world. To the disappointment of coastal communities that have lived there for centuries, they could not be

benefitted in the development process. If previous governments had considered the aspects of policies and included these with long-term development goals, one and a half decade would have been sufficient to equip the locals, a small population, with technical skills and quality education to bring ownership towards development activity, while also creating a favourable environment for the achieving the gains of CPEC, which is currently underway.

- c. Locals' reservations about CPEC were too subtle to give the impression that they are not generally satisfied with the way progress has been exclusive rather than inclusive, preventing them from reaping the outcome of developmental prospects.

9. **Recommendations.** Following measures are recommended for developing a sustainable policy framework for the development of Balochistan's coastal areas as part of an integrated development strategy: -

- a. **Structural Improvements.** Immediate infrastructure improvements are needed for coastal settlements in the field of education, health, electricity, gas, sanitation, water (desalination plants), and the construction of new jetties and breakwaters. The entire coastal belt is facing coastal erosion, sea intrusion, and dredging. Therefore, dredging techniques should be carefully chosen to allow for the natural movement of sand and sediment. Otherwise, it may make the beach more vulnerable to cyclones.
- b. **Climate Change.** To mitigate the effects of climate change, there is a need to plant mangroves, as well as the implementation of an integrated disaster-risk management system to assess and mitigate the effects of climate change.

- c. **Capacity Building.** Balochistan's coastal communities strongly believe in capacity building corresponding to 21st century skills that will enable them to earn a better livelihood as fisherfolk or maritime skilled labour. Non-locals moving to Gwadar from other provinces of the country or even skilled manpower coming from China would have a better chance of flourishing due to superior knowledge and skills in comparison to locals. Therefore, technical institutes should be established on the coastal belt to produce skilled labour force, which is in high demand, and is very important to train the youth of Balochistan's coastal settlements for alternate earning opportunities.
- d. **Database for Registration.** The possible settlement of people from other parts of the country in Gwadar and surrounding areas may result in the locals being a clear minority in comparison to the outsiders. To create opportunities for coastal communities on a priority basis, a separate database for registration must be maintained. Studies should be conducted at academic and research institutions involving the analysis carried out by think tanks to map the concerns of coastal communities' in relation to development projects, so as to protect their identity, sociopolitical standing, and cultural heritage.
- e. **Policy on Sale and Purchase of the Land.** To address the issue of locals that their freedom of living and mobility might not be taken care of in relation to the recent developments and rapidly increasing defense, growing business, increased government footprint, and stakes of international players. Tourism has begun to flourish in Kund Malir, despite the lack of an integrated programme. Locals believe that it has the potential to attract foreign direct investments (FDIs) and generate revenue for the government. However, in many cases, the residents are not the owners of the properties where they have

lived for generations. Therefore, government should enact a policy that restricts the sale and purchase of properties in coastal belt, immediately, or fix prices and standardize the real estate segment.

- f. **Rights of Coastal Area Community.** Companies undertaking projects associated with CPEC working at the coastal belt, such as China Power Hub Generation Company (CPHGC) or others in Goth Haji Alano, such as HUBCO and BPPL, should be brought under laws and related regulations to safeguard the rights of coastal communities and habitat through a well-coordinated programme, i.e., Corporate Social Responsibility (CSR). Annual third-party audits should be performed to ensure that their CSR commitments are being met.
- g. **Effective Governance of Coastal Area.** It necessitates significant structural changes to facilitate social, environmental, political, and strategic aspects of the coastal belt. State functionaries need to work on terms of governance in light of the Eighteenth Amendment at three levels: federal, provincial, and local.
- h. **Fishing Trawlers.** In order to generate the revenue, federal and provincial authorities, with the assistance of the Maritime Security Agency (MSA), must develop a strict and effective policy against illegal fishing trawlers that will provide immediate relief to Balochistan's small fisher folk.

Conclusion

The study provides a set of recommendations based on first hand interaction with the local populace to make coastal communities part of mega-development project, as key stakeholders. It advocates the formulation of integrated strategies and policies to have immediate infrastructural improvements in education, health,

electricity, gas, sanitation, water (desalination plants), and the construction of new jetties, breakwaters etc. While doing all this, capacity building of local populace is the real need of the time, to enhance their skill level, to empower them for earning better livelihood. Acknowledging the issues highlighted, bringing them to correct level of understanding with complete roadmap to settle the problem areas is definitely need of the hour. Perception of the locals has developed over a period of time and is not likely to be aligned quickly unless and until wholesome effort is put in under national umbrella. All the efforts if put in a synchronized manner, will definitely bring socio economic development in the area and accrue maximum possible gains out of developmental projects of CPEC.

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¹ **Gwadar** is situated on the Arabian Sea in Balochistan province of Pakistan and is under the administrative control of the Maritime Secretary of

Pakistan and operational control of the China Overseas Port Holding Company. The port features prominently in the China–Pakistan Economic Corridor (CPEC) plan, and is considered to be a link between the Belt and Road Initiative and the Maritime Silk Road projects.

² **Coastal Highway**, also known as N-10 or National Highway-10 is a 653 km national highway, which extends along Pakistan's Arabian Sea coast from Karachi in Sindh province to Gwadar in Balochistan province. It passes the towns of Ormara and Pasni.

³ The N-25 or National Highway 25 is an 850 km national highway in Pakistan, from Karachi in Sindh province to Quetta in Balochistan province. It was previously known as the **Regional Cooperation for Development Highway**

⁴ The CPEC is divided into the following **five functional zones** from north to south: Xinjiang foreign economic zone, northern border trade logistics and business corridor & ecological reserve, eastern and central plain economic zone, western logistics corridor business zone, and southern coastal logistics business zone. Most of the node cities, transportation corridors and industrial clusters are concentrated in them.

⁵ **Hafeez Ahmed Jamali**, “A Harbor in the Tempest: Megaprojects, Identity, and the Politics of Place in Gwadar, Pakistan” (PhD diss., Department of Anthropology, University of Texas at Austin, Austin, 2014), <https://repositories.lib.utexas.edu/bitstream/handle/2152/30322/JAMALI-DISSERTATION-2014>.

⁶ The **State of Las Bela** was founded in 1742 by Ali Khan Korejo I. Ali Khan was a Korejo from Samma Tribe who established the state of Las Bela. His descendants ruled Las Bela until 1955 when the state became part of West Pakistan. For a period of three years between 3 October 1952 and 14 October 1955, Las Bela was part of the Baluchistan States Union but retained internal autonomy. In 1955, Las Bela was incorporated into the new province of West Pakistan and became part of Kalat division. In 1962, the area of Las Bela was detached from Kalam division and merged with the former Federal Capital Territory to form the division of Karachi-Bela. When the provincial system was changed in 1970, Las Bela became part of the new province of Balochistan.