

SOCIO-ECONOMIC IMPACT OF GWADAR DEEP SEA PORT ON NATIVES

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Abstract

This study is on socio-economic impact of Gwadar deep sea port on natives which investigates role of Gwadar port for local people. This study is aimed to find out socio-economic effects of Gwadar deep seaport on the local people, for this purpose, data was collected from 150 respondents of District Gwadar. Out of the total respondents, 66 (44.0%) of the respondents were male whereas, 84 (56.0%) respondents were female. Development of deep sea port brings significant change to native at both social as well as at economic level further; Gwadar port development brings better quality of life in the locality. Due to the development of port, basic facilities like health, education, gas and clean water increased for people dwelling in the locality. Seaports endow with an important involvement to the area's economy as well as countries development. The ports come up with opportunities such as increasing flow of trade, employment opportunities, transportation and other infrastructures such as the emergence of main transport highways etc. In this research, random sampling technique was used to collect the data while the tool for the data collection was interview schedule. For the analysis of data, the researcher took help of SPSS. Descriptive and inferential statistical methods were also carried out for the evaluation of data.

Keywords: Socio-Economic, Development, Sea Port, Natives, Gwadar

Introduction

The level of the development varies from society to society, rather a society is complex or small, and development may come through different sources and continued processes. Developed societies may carry some characteristics

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which make these societies as developed. These characteristics prevail as economic, social, perceptual, relational and institutional in nature also known as the indicators of the development (Webster, 2003)

High income per capita and high income equality is the main features of the economic indicator for the development in the society. High saving ratio and little unemployment directly strengthen the development level. Moreover, low level of child mortality and high life expectancy rate are the aspect of the social indicator which promotes development in the society. High literacy rate and wide spread access to basic housing and sanitary facilities are the characteristics of the social indicator in a developed society (Seers,1972)

Development can be observing as a procedure of increasing the actual freedoms and making them more rational that people enjoy the extension of the potentials of individuals to lead the kind of lives of their significance and also have reason to value their lives which shows that how much important is the idea of development for a community to eliminate certain kind of issues. Therefore, development becomes a source for liberty to those who become the slave of their traditions (Sen,1999).

There is an argument that development is not, as previously conceived, base on desire fulfillment utility or consumption measured by an alternative for Gross Domestic Product (GDP) because this does not take sufficient account of the physical condition of the individual and of a person's capabilities. (Nussbaum ,2000)

Development in Pakistan

After the independence, the defining sectors of economy of Pakistan have grown very fast including industries, imports & exports, agriculture and banking. The GDP has increased from 7.1 per cent in 1950-60 to 13.5 per cent in 1969-70. Due to the elevation of economic sectors, Pakistan joined the league developing countries. Karachi is the industrial hub of Pakistan. Ports situated in Karachi are used for the commercial and trading businesses. After the Green Revolution, the agriculture sector in Pakistan progressed manifold and became the second largest indicator to contribute in the economy of Pakistan. Industry is the biggest sector to contribute in the economy and development of Pakistan (Hamid and Hussain, 1974).

Pakistan is a model of a developing country where people have high per capita income but very poor social indicators. Level of the social development in Pakistan varies from province to province and at district level. Education, health and water supply are the indicators to measure social development at district level in Pakistan. Baluchistan appears to have lowest level of social development followed by Northern Western Frontier Province (Khyber Pakhtunkhwa), Sindh and Punjab (Ghaus et al, 1996).

Development of port

Developed Shanghai has one of the richest and largest international sea ports and global financial center. Shanghai possessed location with great advantage of being at the centre of different transport networks, i.e. river and sea shipping as well as seaside shipping of north-south, and as a result it became the main port of whole central China not only but also largest port of Asia as well. Shanghai also turn into the largest trade-gateway port and its global traffic accounted for 22% of its entire traffic (Haynes et al 1997).

After the major development of port in Shanghai, the city was considered metropolitan. Shanghai is one of the fastest developing cities. These days its ports have appreciated double digit economic growth rates. Due to the port development, state council nominated Shanghai has one of the China's most important largest as well as urban economic, trading, technological, financial, cultural, information, and sea center. Further, The city of Shanghai shares up to 5% of China's gross domestic product. Currently 9.1 million people living in Shanghai's inner city with having great urban density (Wang, 2012).

Qatar is facing marvelous progress in different sectors of industry and infrastructure within country. His highness the ruler is executing a tactical improvement of Doha and Qatar. For this purpose to achieve there will have to be major development in the importation of goods and raw into the kingdom (Ashcroft, 2007).

While the oil and gas industry supplies are served by the ports at Mesaieed and RasLaffan, the commercial and business sector is served largely by the port of Doha. In Qatar the establishment of a new commercial port, outside of the city's boundaries, will provide a world-class port facility that will provide to the future social and economic development of the country. The port will

allow all the operations of the existing port to be relocated and will provide extra capacity and direction for future development (Al-Noaimi, 2008).

Ports are important for the support of economic doing in a country since they perform a vital role to connect the sea to land transport for any locality. Ports not only perform a role of economic growth but also a function of social activities. sea transportation is one of cheapest and most efficient system for transportation compare to any other systems. Port development eventually leads to country economic growth as a result of it greater trade activities will flourish.

(Dwarakish, G.S. et al.2015)

Sea ports considered to have an important place in this global era. with a great expansion in global trade economic development and infrastructural growth are very much interconnected for the progress of the developing countries in sub continent. Because of significant maritime transport which connecting territories seaport became strategic .the functioning of a seaport is vital in global trade since a seaport is the fundamental of export and import of a country. Seaport also carry a place for the provision of other services which further add worth to the products transported and therefore intend to increase the demand of trade. Further seaport add value to the international trade by allowing good and services through import to countries with having lesser production capacity .(Koner, Jonardan 2015)

Traditionally Gwadar, a town with fishing community along the Balochistan coast, is one of the key connecting routes among the Middle East and India. Located on the orifice of the Gulf of Oman, Gwadar remained as a part of Sultanate of Oman until the year of 1958 September. Feroz Khan Noon, that time Prime Minister of Pakistan understand the geographic and key significance of the territory, acquired it in month of September 1958, when Sultan Said Bin Taimur enabled it to be incorporated into Pakistan as a resultant of an installment of 3 million pounds sterling. In the year of 1992 that time country's Prime Minister Nawaz Sharif, government chose to manufacture a deep sea port at Gwadar, and its development gather speed under Musharraf era. (Fazl-e-Haider,2009)

Pakistan is blessed to have a coastline of 1046 km alongside the Arabian the sea karachi port ,The port Muhammad bin Qasim and Gwadar port are three major sea ports in country. Karachi being the largest port of the country with

11.5 km long harbor while port Qasim is the second seaport in the city of Karachi with having 40% of country cargo. Further Gwadar is another shipping port of Pakistan with 03 multipurpose berths. (Year book,2016-2017) In 1993, the thought of the Port of Gwadar was formally considered by the Government of Pakistan. The development was in opinion granted by the Executive Committee of the Cabinet (ECC) in June, 1994 (Zaheer, 2011).

Beside the development of Gwadar port there is a comprehensive arrangement for the development of supporting infrastructure. Gwadar Development Authority (GDA) is as of now being set up to work with Gwadar Port Authority (GPA) by the government of Pakistan to accelerate and link every activities related with the finish of this immense project. The Gwadar port project will have a constructive role upon the success of other infrastructural project directly. Further infrastructural development also has a crucial role for the port success. Therefore both port development and other key infrastructural have reciprocal relationship with each other. Along with port project success Gwadar will gain a crucial place as a hub port for international market as well as for national market. (Takrim et al,2002)

With passage of time after careful consideration by Pakistan Government , Gwadar was selected as the most important, appropriate and alternate port beside Bin Qasim and Karachi Ports along with eight new possible locations of Sonmiani, Hingol, Keti Bandar KhorKalmat, Pasni, Gwadar, Ormara, and Jiwani. The port was formally become functional after first commercial container 'Pos Glory' called on the port on 15th of March in the year of 2008 (Shahid, 2008).

REVIEW OF THE RELEVANT LITERATURE

Development of sea port and its contributions

Development of port can sustain economy of the region at larger level. Ports make its impacts towards economy in two different ways which can be classified as indirect and direct economic contributions. These outcomes can be measured as an impact to the local economic activities. The direct impact is very much clear to make an impact on regional market created by self-development of port activities. While indirect impact is described as impact on local economy which is later on created and generated by the other industries which is caused by the activities prevailing by the port which can

bring foreign investor to invest their money for their profit which than become quite beneficial for the local market as well as for the local businessman while socio-economic advantages and benefits to the regional economy consider as the measurement criteria for the construction of a port (Jing and Nan, 2008).

Ports play a quite a significant and major role in the economic enhancement of the area. Economic benefits from port development increase to a variety of groups of society, which includes staff members and owners of organizations who offered port relevant goods and services. Other groups which gain profit are employees and owners of organizations who provide goods and services to the agencies, firms, and employees that provide port-related services and goods; on the other hand another group which gets benefits is shippers of goods who utilize the port because of lower shipping cost or greater suitability. Moreover, at last people of the area who obtain a wider choice and range of goods and services at a lower cost and therefore it increased employment prospects from net exports and also the impact of import and export on local consumer prices remain on the lower side (Waters, 1977).

Socio-Economic Contribution of Sea Port

The sea-ports perform an essential role in different sectors in likes of exports, sea transportations, imports, cultural tourism, and travel. Therefore, it is an important element of economic development. (Yoo, 2006).

Seaports roles carry out in wide-range, varying from trade towards industrial financial activities, alongside with some major social, environmental and economic impacts. The word economic impact contains all the adjustment which are consider as job opportunities, the demand for goods and services, and role for tax profits that can be recognized directly and indirectly to the transport infrastructure. (Carlucci, 2009).

Seaports have been increased the level of business and employment opportunities directly and indirectly, Gross national product (GNP), land prices, Per capital income (PCI), etc., with their developments people movements and migration towards the area get higher. Further this area has developed economy as local, national and regional. To made improvements on seaports is very much important, because of all these circumstances. This development should be made for investment in seaports. For this cause, their

investment is a key matter in modern ports economics regarding planning to port development. (Musso et al. 2006).

Ports play a crucial role in motivating and development of the society. Ports at the same time sited within natural ecology and encircled by complex social, cultural and political atmospheres. These surroundings get influenced by the port development which even though can bring social and cultural changes to some extent where they are located (Oni, 2003).

With the strengthening scene of the Port Arthur Historic Site, particularly since 2000, significant growth of tourism-related industry in the Tasman Region has taken place. These have included café, new restaurant, and eating services, housing development including convention facilities. The role of the Port Arthur Historic Site to the growth of Tasmania can be appreciated through use, both direct entertaining, recreational, social, and educational and not direct research distribution and other values for example, pure existence and moving expenditure costs (The Port Arthur Historic Site, 2009).

As Gwadar port is having the central place in whole region, the import-export transportation of Pakistan via Gwadar port will be faster than that of transportation is done by Karachi and Qasim Ports. (Anwar, 2010). Development of Gwadar port always remain one of the government central and main concern strategy and hope to increase the level of global trade in country by considering it one of the three main trading cores of Pakistan. Gwadar area is well-known as a simple fishing town. Majority of the local people earnings belongs to fishing at small level before the emergence of the port at locality. Government Pakistan found it as a strategic locality for trade as it is located at the height of the Arabian Sea and at the entrance of the Oman Gulf. Therefore, Government created a master plan to develop the region from trade. The Gwadar port authority alongside Gwadar Development Authority is then established to run the two phases of Gwadar Port functions (Ahmad, 2005).

As water has always been used as a route for trade, the emergence of Gwadar port renovated the status of Pakistan into regional economical center. Gwadar port, because of its location, The Gwadar Port structure will have the option to give the administrations of displaying, cargo space, transportation trans-shipment, and seaside work, saleable market and assembling openings for overall fare import opportunities. Furthermore this port mega project includes

expansion of port up to 400 hectares, Special Industrial Zone of about 4,000 hectares lying to the north of the town and also residential area of 400 hectares extending north of the existing town beside Western Bay. (Malik, 2012).

CPEC is one of the mega projects in recent times, which foundations are laid upon the Gwadar deep sea port. The Corridor aims to associates china's closed in western area of Xinjiang province to Gwadar port which is located in south of Pakistan. The CPEC venture has been divided into different stages, the principal phase being the significant advancements of Gwadar Port and completion of Gwadar international air port. The Government of Pakistan has planned the production of 21 mineral zones beside this 29 industrial parks. out of which 27 of them to be allowed the status of Special Economic Zones (SEZ) The most complex of these projects is the 9 km² Gwadar SEZ, which will be composed of industrial units for mines and minerals sectors, nourishment handling, farming, livestock alongside energy sector . When fully functional, Gwadar will encourage the economic development of country and turn out to be a gateway for Central Asian countries, this project as a result will open doors to vast economic prospects and benefits to Pakistan. CPEC become a development channel for most of Pakistan generally and Baluchistan particularly it would improve the socioeconomic stance and indicators of the country.(Singh & Magray,2017)

Objectives of the study

1. To identify the impact of Gwadar deep sea Port on economic activities of the native community.
2. To explore the impact of Gwadar deep sea port on social life of the native people
3. To determine the relationship if exist between the social and economic activities on the lives native people.

Significance of the study

Many researches and studies have been made on development with relation to the construction of a sea ports and its benefits to the local people. This research is specifically based on the impacts assessment of the development project of the Gwadar deep sea port and its social and economic implications

on local community. This study will help to explore the impact of that project on local people and their perception about the developmental project of sea port. It further explores that its direct affect generated through self-development of the port industry and indirect affects which were made by other industrial activities in relation to its development. This study aims at highlighting the social and economic barriers and problems faced by the local dwellers.

This research will also help various government and non-government organizations who are already working on this project and they will better understand that how this mega project is providing benefits or harms to the region its people. This study is worth able for academic points of view for government as well as for private organizations those who are working on this area will gain the basic knowledge about the port development and its impacts on a local community.

Material and methods

Researchers commonly select the quantitative approach to deal with research questions requiring numerical information. Information or data refers to basic and raw facts with no processing, analysis or organizing, and henceforth they have very little meaning, and barely any advantages for decision making. They are un-interpreted materials on which a choice or a decision is to be based, and rely upon facts which may consist of anything known to be valid or exist. They are bits of material in either numerical or text format. Further this study is based on primary data collected from the concern sources. Primary data have been collected from 150 respondents of the population.(kumar,2018)

According (chinelo Igwenagu, 2006) Research methodology is a set of systematic technique used in a organized manner for a research. This simply highlights that it is a direction towards research and how it is conducted. It explains and analysis methods, throws more light on their restrictions and resources, further it clarifies their pre- suppositions and outcomes.

Sampling, which is the way toward selecting a portion, segment, or section that is representative of a whole is a significant step in the research procedure because it helps to inform the quality regarding conclusions made by the researcher that originate from the basic findings. Therefore the sample should

be the true representative of the entire population so we can generalize the findings from the research to the whole population. (Onwuegbuzie & Collins ,2007)

Respondent’s profile and results

	Frequency	Percent	Valid Percent	Cumulative Percent
Male	66	44.0	44.0	44.0
Valid Female	84	56.0	56.0	100.0
Total	150	100.0	100.0	

In this research total of 150 samples has taken. The above frequency table is showing that from 150 of total respondents 84 were females and 66 were males. This shows that 56% of the responses are taken from female and remaining 44% from male. Through the survey out of 150 respondents age were from 18 to 24 that is 36.7% percentage of the total respondents.in regard to respondent’s qualification most of the respondents were graduate with 36% and also same with Master degree holder with 36%.the survey further indicated that majority of the respondents by occupation were students with the percentage of 30.7%.

Gwadar port has a significant role for locals

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly Agree	17	11.3	11.3	11.3
Agree	61	40.7	40.7	52.0
Neutral	24	16.0	16.0	68.0
Valid Disagree	36	24.0	24.0	92.0
Strongly Disagree	12	8.0	8.0	100.0
Total	150	100.0	100.0	

Above table states the respondents view regarding the Gwadar port significant role for indigenous people. Respondents with the percentage of 40.7 % agreed with that while respondents with the percentage of 16.0% disagree with that, respondents with 16.0% were neutral regarding their view, moreover, respondents with the percentage of 24% strongly agree and respondents with the percentage of 8.0% strongly disagree about the significant role of the port. Therefore, Majority (40.7) respondents are agreeing with the significant role of the port.

Port has an economic significance on the natives of Gwadar

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly Agree	17	11.3	11.3	11.3
Agree	61	40.7	40.7	52.0
Neutral	19	12.7	12.7	64.7
Disagree	33	22.0	22.0	86.7
Strongly Disagree	20	13.3	13.3	100.0
Total	150	100.0	100.0	

Above table highlights the economic significance of the Gwadar port. Whereas respondents with the percentage of 11.3 were strongly agree with the economic significance while respondents with the percentage of 40.7 agreed with that however respondents with the percentage of 13.3 strongly disagree, respondents with the percentage of 22.0 disagree with that and respondents with the percentage of 12.7 neutral with the above statement. Majority (40.7%) agreed with it that port has an economic significant for the local people.

There is a social importance of this port development for the indigenous people

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly Agree	19	12.7	12.9	12.9
Agree	59	39.3	40.1	53.1
Neutral	31	20.7	21.1	74.1

	Disagree	26	17.3	17.7	91.8
	Strongly Disagree	12	8.0	8.2	100.0
	Total	147	98.0	100.0	
Missing System		3	2.0		
Total		150	100.0		

Above table shows the social importance of the Gwadar port for local people. Respondents with the percentage of 12.7 strongly agree with the above statement, respondents with the percentage of 39.3 agree with that while respondents with the percentage of 8.0 strongly disagree in their view moreover respondents with the percentage of 17.3 disagree with it and respondent with the percentage of 20.7 were neutral with that statement. Majority (39.3%) are agreeing with it that port development has a social importance for the local people.

Development of port brings better quality of life in the locality

	Frequency	Percent	Valid Percent	Cumulative Percent
Strongly Agree	11	7.3	7.3	7.3
Agree	67	44.7	44.7	52.0
Neutral	17	11.3	11.3	63.3
Valid Disagree	39	26.0	26.0	89.3
Strongly Disagree	16	10.7	10.7	100.0
Total	150	100.0	100.0	

Above table indicates that at which level port development bring better qualities for the locality. Respondents with the percentage of 44.7 agree with the above statement whereas respondents with the percentage of 11.3 were neutral in their view, while respondents with the percentage of 10.7 strongly disagree, respondents with the percentage of 26.0 were disagree and respondents with the percentage of 7.3 strongly agree with the above statement.

Discussion and conclusion

Development is one of that processes which remains with the society as the society progresses. Development came across in the world with the help of different projects. It is considered and proven that construction of deep sea ports are important to increase the economic activities and socially upgrade the country. Port industry besides playing an important role in regional economic development also augments the social aspects of the region. On the other hand, port development helps other industrial sectors to flourish; creating an indirect impact to the national economic development. According to findings of this research majority of the respondents come from urban areas with the percentage of 38.9 which shows that number of people are moved from rural to urban areas whereas, respondents with the percentage of 28 achieved graduation degree which proves that the level of literacy is increasing with the passage of time. All these factors contribute to the progress of the nation and sound economy of the country.

According to findings, number of respondents with the percentage of 40.7 agreed that port has a significant role for the local people at the same time respondents with the percentage of 11.3 strongly agreed with the economic importance of the port for the locality. Moreover, respondents with the percentage of 39.3 were those who showed agreement with the social importance of port development for natives. Above percentages show that certain social and economic changes occurred after the port development either as positive or negative.

Development is one of the essential and inevitable aspects of the economy. Development factor has always been in debate for the countries who believe in self-reliance. Every society which is aware, certainly realizes the importance of the development and with addressing it they have no path to get their desired economic/financial goals. Development is a gradual process which comes into appearance with the help of certain grounded actions; here Gwadar port development is one of the projects which were launched to bring betterment in lives of indigenous people. For this purpose, this research is conducted which shows the level of impact (social and economic) on local people with the development of Gwadar port. Port development in realistic word aims at providing certain social as well economic benefits to the community but on ground the perceptions differ. People's perception regarding port development was not that much welcomed as it was thought

before the execution of the research. In this research pros & cons of the port development on indigenous people are discussed with the level of their social and economic impacts. However, researcher found that there were certain concerns of the locals which lead to negative impacts of the development of Gwadar port but on the whole, as Hypothesis proved by majority, that development of Gwadar port is beneficial not only for the people of research located area but also for the country on the whole.

Recommendations

- Gwadar port is still not made fully functional. Operational capacity of Gwadar Port is required to be utilized according to its full potential so Port may also be considered financially doable for local population.
- There is a significant opportunity for investment due to port activity which as a result create impact on the development of Baluchistan as well as for local population.
- Gwadar port development can also spread its outcomes in the shape of infrastructure development which includes transportation, communication and railway tracks.
- Due to port development and functioning new chapter of social services or activities regain some important position among local community.
- A Variety of recreational activities may also get a chance due to port development which includes amusement parks, Boating club, water parks, and monument across the town.
- Port may also contribute in the form of tourism and hostelling to boost the local economy up to some extent in future.
- Before inviting foreign and national investors Availability of basic utilities i.e. gas, electricity, water, telecommunication links etc is required to be made available.
- Housing and real state are the other sectors which will open a huge investment opportunities for investor to invest in the region.
- For port and industry operation government need to establish educational institutions and suitable vocational training centre to arrange effectively trained and skilled human resource for future.

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