



For Better Understanding on  
**China–Pakistan and  
CPEC**  
Gleanings from the  
National & Chinese Press

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**January 01-15, 2024**

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**January 01, 2024**

**The Express Tribune**

### **CPEC a “Shared Prosperity” for Pak, China**

BEIJING: Pakistan Ambassador to China Khalil Hashmi has said that the Belt and Road Initiative (BRI) and its flagship project- China Pakistan Economic Corridor (CPEC) – is a practical manifestation of win-win cooperation and shared prosperity for both China & Pakistan and the countries participating in the initiative.

Sharing his vision for collaboration between China and Pakistan in the upcoming decade, he told CGTN in an interview that there is an excellent foundation that already exists in the last 10 years or before “so, going forward, we have the essential constituents, which is the infrastructure and energy in place.”

Expressing a need to intensify focus on industrial cooperation, he said, it means special economic zones, enhanced trade and investment and cooperation in Information Technology and agriculture adding there are also area within these bigger fields. Expressing his resolve to deepen the economic relationship between the two countries, he said, Pakistan and China have signed a free trade agreement. They have signed five protocols on agriculture this year. Pakistan’s export to China have increased. Trade volume between the two countries has increased.

On connectivity projects from Karakoram Highway to the Gwadar port to enhance ties between the two countries, he said, these projects are essentially about connectivity and infrastructure development. But more than that is a vehicle or a means for people-centered development to use it as a platform to enhance livelihoods for people.

He said the Silk Road in an ancient connection for the people and in the 1960s, the two countries jointly built Karakoram Highway. With the China-Pakistan Economic Corridor coming into play in the last 10 years, we are going into a new high gear which is Phase 2 of the Karakoram Highway.

<https://tribune.com.pk/story/2451790/cpec-a-shared-prosperity-for-pak-china>

### **JANG NEWS**

**سی پیک 2024 میں خصوصی اقتصادی زونز، ریلویز سمیت اہم منصوبے مکمل کئے جائیں**  
اسلام آباد (رپورٹ ، تنویر ہاشمی ) چین پاکستان اقتصادی راہداری منصوبے میں 2023 میں اہم پیشرفت ہوئی ، سی پیک کے 10 سال مکمل ہونے پر دوسرے مرحلے کیلئے منصوبوں کو حتمی شکل دی گئی خاص طور پر پاکستان ریلویز کی اپ گریڈیشن کے اہم ایل ون منصوبہ کی تعمیر کی منظوری دی گئی ، سی پیک، 2024ء میں خصوصی اقتصادی زونز، ریلویز سمیت اہم منصوبے مکمل کئے جائیں گے، منصوبوں کو حتمی شکل دی گئی، سی پیک 62 ارب ڈالر سے زائد منصوبوں کا نیٹ ورک ، اب تک 29 ارب ڈالر کی سرمایہ کاری ہو چکی ، 27 سے زائد منصوبے مکمل، 2 لاکھ سے زائد افراد کو روزگار فرہم، اقتصادی زونز تعمیر سے سرمایہ کاری ، برآمدات میں اضافہ بھی ہوگا، نئے سال میں سی پیک کے تحت خصوصی اقتصادی زونز کو فعال کرنا ، صنعتوں کی ترقی ، اہل ایل ون کی تعمیر سمیت اہم ترین منصوبے مکمل کئے جائیں گے، سی پیک 62 ارب ڈالر سے زائد کے منصوبوں کا نیٹ ورک ہے جس پر اب تک 29 ارب ڈالر کی سرمایہ کاری ہو چکی ہے 27 سے زائد منصوبے مکمل، 2 لاکھ سے زائد افراد کو روزگار فرہم، اقتصادی زونز تعمیر سے سرمایہ کاری ، برآمدات میں اضافہ بھی ہوگا دوسرے

مرحلے میں زراعت ، انفارمیشن ٹیکنالوجی ، صنعت ماحولاتی تبدیلیوں کے اثرات سے نمٹنے کیلئے اقدامات ، تعلیم و صحت کے شعبوں پر توجہ مرکوز کرنے پر اتفاق کیا گیا، سماجی و معاشی ترقی کے جن دیگر منصوبوں کو مکمل کیا جاچکا ہے ان میں پاکستان ووکیشنل سکول ایکمپنٹ کی اپ گریڈیشن اور تڑپن آرائش، ووکیشنل اینڈ ٹیکنیکل ایجوکیشن کیسٹی میں اضافے ، تخفیف غربت ٹریننگ ، ویکسین سٹوریج اور ٹرانسپورٹیشن آلات کے پراجیکٹ شامل ہیں جو پراجیکٹ زیر تکمیل ہیں ان میں چین پاکستان مشترکہ زرعی ٹیکنالوجی لیبارٹری ، زرعی آلات کی فراہمی، اعلیٰ تعلیم کیلئے سمارٹ کلاس روم، ضم شدہ علاقوں میں 50 سکولوں کی مرمت اور تڑپن آرائش ، سولر پاور لائٹنگ آلات ، بیرون ملک مقیم پاکستانیوں کی سکالرشپ ، طبی آلات و سامان ، گوادر ہسپتال پراجیکٹ شامل ہیں جو منصوبے پائپ لائن ہیں ان میں چین پاکستان جوائنٹ ڈیمانڈ سٹریٹجی، بیگٹریل گراس ٹیکنالوجی ٹریننگ و پروموش ، پاکستان زرعی ووکیشنل ٹریننگ، پرائمری و سیکنڈری اسکولوں کیلئے ٹیچنگ کا سامان ، برن سینٹر ، چائنا پاکستان جوائنٹ ٹیلی میڈیسن نیٹ ورک ، بلوچستان میں میڈیکل ایمرجنسی سنٹر، دیہی علاقوں میں غربت کے خاتمے کیلئے مشترکہ ریسرچ ، انسٹیٹیوٹ آف اپلائڈ سائنسز و ٹیکنالوجی میں کوآپریٹو پراجیکٹ جیسے منصوبے شامل ہیں ، پاکستان اور چین میں وفاقی ترقیاتی پروگرام کے تحت بہت سے مشترکہ ترقیاتی منصوبے بھی زیر تکمیل ہیں ان میں چینی ماہرین اور کمپنیاں معاونت فراہم اور سرمایہ کاری کر رہی ہیں، سی پیک منصوبے 2030 تک مکمل ہونے ہیں

<https://e.jang.com.pk/detail/601238>

**January 03, 2024**

**Business Recorder**

### **Chinese traders urged to invest in various sectors**

Federal Minister for Planning, Development and Special Initiatives Muhammad Sami Saeed urged a delegation of the Chinese Chamber of Commerce to invest in the sectors of agriculture, IT and telecom, mines and minerals and energy. One-window operation for foreign investors, ensuring security and comfort in our industrial zones, is our government's utmost priority. We encourage business-to-business (B2B) investments and welcome businesses to explore opportunities in sectors like agriculture, food, IT, artificial intelligence, and industrial cooperation," the minister expressed these views while talking to a high-profile business delegation led by Li Ting, chairman of the Chang Chinag Chamber of Commerce, China met with him in Islamabad on Tuesday.

The purpose of the meeting was to discuss potential collaboration opportunities between Pakistan and China across various sectors, fostering business expansion and exploring new investment avenues. Comprising eight members, the delegation represented diverse industries such as import and export, technology, electronics, machinery, office supplies, apparel, and building materials. The discussions centered on strengthening bilateral ties and identifying strategic areas for mutually beneficial partnerships. Federal Minister Saeed emphasized key sectors for investment, including agriculture, IT and telecom, mines and minerals and energy. He highlighted opportunities to utilize Special Economic Zones (SEZs) stating that Pakistan encourages foreign investment, especially Chinese investors for the joint ventures and relocation of Industries to Pakistan. The minister also highlighted Pakistan's demographic dividend as youth is more than 60 per cent of the country's population providing ample business opportunities, especially in the field of IT.

<https://epaper.brecorder.com/2024/01/03/4-page/981431-news.html>

## Pakistan Observer

### **BRI ‘debt trap theory’ is a trap itself**

Some Western media outlets keep spreading rumors that countries involved in the Belt and Road Initiative that need to repay loans to China are facing a “debt trap”, thus hyping up the “debt trap” theory.

The problem is that the media outlets highlight the debt burden of developing countries, but never talk about the debt burden of developed economies. The US government debt, for example, exceeds \$33 trillion, with the government debt ratio exceeding 120 percent. The government debt ratios of economies such as Europe and Japan, too, are more than 100 percent. The Chinese people follow the philosophy of “not doing unto others as you would not have them do unto you”, and have no intention of creating debt traps for other countries. As a matter of fact, as a developing country, China has summed up its development experience and is determined that if it wants to get rich, it must first build roads, and raise funds, which is a very difficult task.

According to Asian Development Bank data in 2017, the annual infrastructure funding gap in Asia was \$459 billion per year. The Silk Road Fund, which was established in 2014, has a total capital of \$40 billion and 100 billion yuan. China also initiated the creation of the \$100 billion Asian Infrastructure Investment Bank with 109 active member states. Infrastructure and interconnectivity are the foundation of a country’s economic development. Without infrastructure, there will be no flow of people, money and materials. Without the flow of these things, nothing can be built. And to build, you need funds.

But developing countries, due to their weak economic foundations and low credit ratings, find it difficult to get low-interest loans. According to World Bank data, of the total foreign debt of \$696 billion of 49 African countries, loans from non-Chinese multilateral financial institutions and private financial institutions account for three-fourths of the total, while the interest rate on loans taken from Western private institutions is more than twice that on Chinese loans. China’s infrastructure projects not only attract investments, boost consumption and promote economic growth for the co-building countries, but also bring core function to the co-building countries.

In fact, the so-called debt trap theory has long been disproved by international professional research institutions and scholars.

<https://pakobserver.net/bri-debt-trap-theory-is-a-trap-itself/>

### **BRI and global maritime security: Solutions and Way Forward**

CHINA’S Maritime Silk Road (MSR) is an integral part of Xi Jinping’s Belt and Road Initiative (BRI). The Suez Canal, Red Sea and the Gulf of Aden are essential to the success of the MSR and, consequently, to the BRI.

The disruption in the Red Sea has once again highlighted the strategic importance of the Chinese BRI which is indeed a mega project of trans-regional connectivity, acting like a bridge among states, societies, systems and seas around the world. The Red Sea, historically

an important connecting hub for regional as well as international trade, is now a flash point of escalating conflict in the region. Frequent rockets and drones raining down on commercial vessels have badly spoiled global maritime security and trade routes. The emerging Red Sea crisis highlights its multiplier effects on energy and food security and global trade and the imperative for long-term solutions. Thus BRI holds the global importance, guaranteeing easy and smooth sailing of blue economies around the globe. The completion of numerous trans-regional projects of the BRI is vital for maritime security and trade routes.

The ongoing Israel-Hamas conflict has contaminated the waters of the Red Sea, now facing threats from Houthi forces, while regional proxies are impeding the bright prospects of socio-economic prosperity, diminishing impacts on trans-regional connectivity. US Secretary of State Blinken has once again initiated diplomatic efforts to halt the ongoing war but has not succeeded due to a lack of clarity and sincerity, and the formation of a bloc mentality.

The Panama-flagged Number 9 operated by China's COSCO, was hit by a drone, intensifying the stakes. Even Pakistan is also confronting this risk due to which most recently the Pakistan Navy has been deployed in the Arabian Sea to protect its maritime interests. As the crisis persists, it forces a strategic shift in how global trade routes are navigated, challenging the status quo and prompting a reassessment of risk factors.

It is important to address the complex and complicated challenges posed by the Red Sea crisis, long-term solutions are essential. It is suggested to further diversify supply chains through reduction of vulnerability to targeted disruptions. Moreover, development of alternative trade routes and decentralization of maritime means will enhance resilience but also contribute to the creation of a more adaptive global trade infrastructure in which BRI would play an important role in the world.

Unfortunately, the ongoing Red Sea crisis undermines Africa's potential as a key player in reshaping global trade dynamics. Egypt and Ethiopia have joined the BRICS on January 1, 2024 but the ongoing crisis is giving these countries a tough time.

China and its BRI have become the biggest investor, stimulator and engine of economic growth and connectivity in the African Continent. The BRI's clean energy and green energy projects can serve as catalysts for regional economic growth, fostering stability and contributing to a more balanced global economic landscape. The BRI with its trans-regional port developments around Africa presents an ideal opportunity for all the regional countries. BRI is further strengthening land-based road networks and integrating them with ports, creating a comprehensive infrastructure strategy. It facilitates socio-economic prosperity, peace and stability in the region and also aligns with the broader goal of creating interconnected and resilient trade routes.

It appears that the international community badly needs to follow the true spirits of the Chinese Global Security Initiative (CGSI), the Shanghai Cooperation Organization (SCO) as well as BRICS to bring peace in the troubled waters of the Red Sea and institutionalize elements of peace and stability in the regional as well as international maritime security routes through building of intensive trans-regional maritime connectivity, ports, railways and land roads under the flagship project of the BRI.

The GSI purely focuses on enhancing global security cooperation can promote meaningful dialogues and discussions resultantly, establishing norms and protocols to safeguard maritime commerce. The SCO, emphasizes on regional stability and security, can provide a platform for affected countries and communities to engage in constructive dialogue, promoting understanding and de-escalation.

It is suggested to establish trustworthy channels for open communication and diplomatic engagement to ease tensions and prevent further escalation in the Red Sea. Peaceful persuasion and dialogue, diplomacy and development should be beacons of hope for fostering understanding and dialogue which are essential ingredients for a stable and secure international maritime environment.

<https://pakobserver.net/bri-and-global-maritime-security-solutions-and-way-forward/>

**January 05, 2024**

**Business Recorder**

### **Mega road network project**

Chinese investment dependent on political stability

Chinese companies are interested in investing in mega road network project depending on political stability in the country after the general elections. This was revealed by senior officials of the National Highways Authority (NHA) while briefing the Senate Standing Committee on Communications, presided over by Senator Prince Ahmed Umar Ahmedzai, here on Thursday.

<https://epaper.brecorder.com/2024/01/05/1-page/981595-news.html>

**January 07, 2024**

**The Express Tribune**

### **BRI drives Pakistan's green transformation**

Solar energy market expected to grow from 1.3GW in 2023 to 9.77GW by 2028

BEIJING: "The Green Silk Road is an important tool that can help us all pull out of the dead ends of the past and set us on a new pathway that benefits people and planet alike," United Nations Secretary-General Antonio Guterres emphasised in his speech at the high-level forum on green development of the third Belt and Road Forum for International Cooperation held on October 18.

With the theme of Green Silk Road for Harmony with Nature, more than 400 people from over 40 countries attended the green development forum, sharing the results of "Green Silk Road" construction in the past decade.

"Green development truly matters," stated Zafaruddin Mahmood, former special assistant to the prime minister of Pakistan, adding "thanks to China-proposed BRI, significant changes have driven Pakistan's green transformation, including the solar and wind power facilities from scratch."

Lately, Chinese solar solutions giant LONGi announced that they are about to achieve the magnificent goal of 2 gigawatts (GW) in Pakistan. Statistics from the International Renewable Energy Agency (IRENA) showed that Pakistan's solar energy market size is expected to grow from 1.3GW in 2023 to 9.77GW by 2028, at a compound annual growth rate (CAGR) of 49.68% during the forecast period (2023-2028).

Not only in Pakistan, among more BRI partners, Chinese companies have also expanded their global presence to launch green projects, backed up with investments and advanced supply chains. As the world's largest producer of solar panels and wind turbines and a leading manufacturer of new energy vehicles, China has unparalleled advantages in promoting the popularisation of green and sustainable energy.

Official data showed that the export value of China's solar panels, lithium-ion batteries and electric vehicles stood at \$109 billion in the first three quarters of the year, soaring 41.7% year-on-year. The export value has grown in double digits for 14 consecutive quarters.

On the same day, LONGi officially launched the first phase of its Serendah Module Plant in Malaysia. Located in Serendah, Selangor state on Malaysia's west coast, the 566,560-square-metre module factory, with an investment of \$380 million, represents LONGi's inaugural manufacturing presence in West Malaysia.

There will be two phases of construction, with a combined capacity of 8.8GW, the company said. The first phase is already operating and work has started on the second phase.

The Serendah module plant has created 900 local jobs, with the number anticipated to exceed 2,000 eventually.

Furthermore, in 2022, LONGi has provided one-third of the core equipment for all photovoltaic projects in five Central Asian countries. The 50-megawatt Balkhash Power Station Phase-I, as LONGi's largest project in Kazakhstan, can help reduce carbondioxide emissions by 70,000 tons per year. The first batch of 20MW modules of Uzbekistan's 1GW photovoltaic project also arrived in Tashkent not long ago through the China-Europe freight train.

The article originally appeared on the China Economic Net

<https://tribune.com.pk/story/2442198/bri-drives-pakistans-green-transformation>

**January 09, 2024**

**The News**

**China in 2024**

In 2024, China's economic landscape is poised for a notable rebound, even amidst challenges like the downturn in the property sector. A pivotal force in this resurgence is the growing services sector, which is reclaiming its position as a linchpin of China's growth story.

Post the Covid-19 pandemic, the services domain is witnessing renewed vigour, emerging as a primary growth driver for the world's second-largest economy. Service consumption,



alongside robust investment, is carving a new economic pathway, reflecting a strategic shift in China's growth model.

Notably, recent data underscores this narrative. The National Bureau of Statistics highlights a 19.5 per cent year-on-year surge in services' retail sales until November 2023, eclipsing product retail sales' 7.2 per cent growth. Further accentuating this trend, investments in high-tech services escalated by 10.6 percent during the same period, dwarfing the 2.9 per cent growth in fixed-asset investments.

As per the IMF's latest World Economic Outlook, the world growth rate is anticipated to decelerate to 2.9 per cent. This deceleration is a ripple effect from waning domestic consumption in the West. The year 2023 witnessed a surge in consumption, buoyed by robust household savings, elevated employment rates, and a post-pandemic resurgence in consumption appetites. However, these pillars of growth are showing signs of waning strength in the developed economies.

Emerging markets and developing economies (EMDEs), however, present a glimmer of resilience. Now, EMDEs are pivoting inward, emphasizing local development and citizen welfare. Such a shift, championed by China, resonates with a historical trajectory where nations, during their ascendant phases, prioritize infrastructural and societal investments – two catalysts of domestic consumption.

For China, this evolution is reminiscent of its growth saga – a testament to the strategic intent of seeking sustainable prosperity amidst global flux. China's recent central economic work conference, held in Beijing, underscored a commitment to fostering a symbiotic relationship between consumption and investment.

At the conference, a clear directive emerged: invigorate consumption and amplify productive investment, fostering a symbiotic relationship between the two. Emphasizing the need to stimulate consumption and bolster productive investments, the conference set the tone for steady economic growth in the coming years. Buoyed by an ongoing economic resurgence, heightened consumer confidence, and robust policy backing, China stands poised for consistent economic expansion in 2024.

Between 2020 and 2022, China grappled with a volatile mix of unpredictable health crises and surging commodity prices, straining household balance sheets. Yet, a silver lining emerged in 2022-2023.

Household financial health displayed a commendable recovery, with the savings debt ratio rebounding from a precarious 1.47 to a more stable 1.70 by November 2023. This fiscal recalibration augments China's consumption potential, hinting at a robust 2024.

Recent retail data underscores this optimism. In November 2023 alone, retail sales of consumer goods in China touched 4.25 trillion yuan, marking a 10.1 per cent year-on-year ascent. Cumulatively, from January to November, retail figures stood impressively at 42.8 trillion yuan, a 7.2 per cent surge from the preceding year, underlining a robust recovery.

With fiscal foundations strengthening, China's economic landscape stands poised for a year of revitalized domestic consumption. Similarly, manufacturing investment, another important

element of China's growth narrative, saw a commendable uptick of 6.3 per cent in the initial 11 months of 2023. Similarly, infrastructure investment expanded by 5.8 per cent year-on-year, underlining sustained developmental momentum. While the real estate realm experienced a downturn with a negative growth rate of 9.5 per cent, recent policy recalibrations hint at a forthcoming rejuvenation. Projections suggest that China's real-estate sector, having weathered a two-year slump from 2022-2023, is poised for elevated, quality-centric trajectories in 2024. Collectively, these trends portend a year of stability, if not incremental advancement, for China's investment landscape in the imminent future.

A notable shift in the last two decades has propelled China from labour-intensive and resource-focused exports to the forerunner of high-skill and technology-intensive manufacturing. Anticipated to surpass the five million mark in 2023, China is on track to claim the mantle of the world's leading auto exporter, emblematic of a remarkable 60 per cent annual growth.

The emergence of electric cars, solar cells, and li-ion batteries – christened as China's 'new three' exports – signals a departure from conventional categories like clothing and household appliances. In the wake of China's property market undergoing a recalibration after two decades of robust growth, policymakers have identified new economic drivers.

In a strategic pivot, China is channelling investments from real estate towards cutting-edge technologies. Leading the charge in sectors like new energy vehicles, artificial intelligence and 5G, China is displaying its commitment to future-forward industries. As the real-estate sector recedes in China, redirected credit is invigorating industrial innovation to ensure sustained momentum in production and ground-breaking advancements. China has consistently directed its focus towards clean and renewable energies over the past several years. Investments in solar panels, wind turbines, nuclear-power generators, batteries, and green e-vehicle manufacturing have become paramount. Leveraging its mature and intricate supply chains, these emerging industries are poised to sustain China's economic growth until 2030. Notably, over 46 per cent of the state grid's annual electricity now originates from new energy farms and plants. China's expansive electric vehicle (EV) assembly lines anticipate an estimated 8.4 million EV sales this year, providing the country an unparalleled edge in global competition.

Initially perceived as a pathway for sustainable transportation due to low carbon emissions and high energy efficiency, the green sector is now poised to compensate for the slowdown induced by the housing market correction.

In charting its trajectory towards accelerated modernization, China's policymakers are pivoting towards high-tech innovations as the linchpin of its next phase. Emphasizing the imperative of technological evolution, there is a concerted push to elevate both the industrial and service sectors. This entails cultivating avant-garde business models fortified by ground-breaking technologies – be it digital exploration, artificial intelligence, or pervasive automation. Breakthroughs in autonomous driving and generative AI by Chinese tech corporations are poised for expansive integration. China's longstanding prowess in manufacturing – spanning digital devices, satellites, and high-speed locomotives – will witness sustained amplification.

Through this continued amalgamation of innovation and industry, China is well set to be more than just a global manufacturing centre but a forge for the technological revolutions of tomorrow.

<https://www.thenews.com.pk/print/1145991-china-in-2024>

**January 11, 2024**

**Business Recorder**

**China's poverty reduction experience instructive for Pakistan: PCJCCI**

China's poverty reduction experience in rural areas is instructive for Pakistan, stated by Moazzam Ghurki, President Pakistan China Joint Chamber of Commerce and Industry (PCJCCI) during a think tank session held Wednesday at PCJCCI Secretariat. He appreciated China's amazing work on poverty reduction and setting precedent for the rest of the world. President PCJCCI added China is very advanced and it's reaching the next phase of digitalization whereas in Pakistan we are still struggling to help people open their basic accounts. However, now Pakistan is actually progressing. There are different banks and micro finance banks working since 2005. Fang Yulong, Senior Vice President PCJCCI shared that financial literacy plays an important role in poverty reduction so we should initiate visits for younger generation in Pakistan just like Chinese, to go to rural areas and conduct some training for men and women so that they know what financial literacy is, what financial products they have and how they can have access to finances. He added that Finance is basically the blood that runs in economy, if someone needs to open a small scale business, you need finances; if someone wants to have education to improve, to ensure the upward mobility and the social status, they need finances to support their education. Hamza Khalid, Vice President PCJCCI added that these days, rural tourism is drawing more and more attention. We eat food every day, but people don't understand how food comes to their plate or how food comes in their package, especially children. It's very important for children to visit a place where they can learn how the seeds are sown, see them in the ground using your own hands and then the plants grow, and then you can dig the carrots fresh out of the land. It's a really important learning experience for the young generation to have.

<https://epaper.brecorder.com/2024/01/11/7-page/982165-news.html>

**January 14, 2023**

**The Express Tribune**

**RMB to facilitate trade with China: SBP**

Says regulatory framework in place for use in trade, investment transactions

ISLAMABAD: The State Bank of Pakistan (SBP) Governor Jameel Ahmad has emphasised that Pakistan has strong and long-lasting economic and financial ties with China, and using Renminbi (RMB) for settling cross-border trade and investment transactions can further strengthen these ties.

He was addressing a ceremony on “promoting the use of RMB in Cross-Border Settlement” today, organised by ICBC Bank in the Jinnah Conventional Centre Islamabad to mark the bank’s designation as the RMB clearing agent in Pakistan by the People’s Bank of China (PBoC).

SBP governor elaborated that given the importance of Pakistan’s economic ties with China, the SBP has put in place the required regulatory framework that facilitates the use of RMB in trade and investment transactions, such as opening of L/Cs and availing financing facilities in RMB.

In terms of regulations in Pakistan, RMB is at par with other international currencies, such as the US Dollar, Euro, and Japanese Yen, he asserted.

Both public and private sector enterprises in Pakistan are free to choose RMB for bilateral trade and investment activities, he added.

“As a result of the Central Bank’s efforts to promote the use of RMB in trade with China, RMB-denominated imports of Pakistan from China have increased from about 2% in FY18 to around 18% in FY22,” SBP governor noted.

He also discussed the benefits of the local RMB clearing system and denominating trade in RMB, including fast turnaround time and reduced cost for the local banking system; easy access to the RMB settlement for the local banking system; improved and more competitive pricing of bilateral trade transactions; and opening up of new markets for Pakistani businesses.

SBP Governor also urged banks to play an important role by providing their customers with the necessary information pertaining to the regulatory framework in China to conduct transactions in RMB.

<https://tribune.com.pk/story/2443386/rmb-to-facilitate-trade-with-china-sbp>

**January 15, 2024**

**Business Recorder**

### **New China-Pakistan cargo route launched to facilitate air transport**

A new air cargo route was launched linking Ezhou Huahu Airport in central China’s Hubei Province with Lahore, said SF Airlines, China’s largest air cargo carrier in fleet size. The Ezhou-Lahore cargo route is the first international air cargo route launched by SF Airlines this year, departing from Ezhou Huahu Airport, China’s first cargo-focused airport. The Ezhou-Lahore route is planned to operate three times a week, providing over 300 tons of air transport capacity from Ezhou to Lahore every week. The transported goods mainly include textiles, 3C electronic products, electronic equipment, etc., China Economic Net (CEN) reported. The opening of this international cargo route is an important measure for Huahu Airport to further increase routes to South Asia. It will provide an efficient and stable air logistics channel for economic and trade exchanges between China and Pakistan and provide more logistics convenience for Chinese brands to explore the Pakistani market. Previously, SF Airlines had opened two direct cargo routes from Ezhou to South Asia: Ezhou-Delhi and

Ezhou-Chennai. The opening of the new Pakistani route will further strengthen Ezhou's South Asian air transport network. SF Airlines, the aviation branch of China's leading courier enterprise SF Express, has launched a total of 11 international cargo routes from Ezhou to global destinations to date.

<https://epaper.brecorder.com/2024/01/15/4-page/982470-news.html>

### Nawaiwaqt News

**فضائی نقل و حمل میں سہولت ، پاکستان اور چین کے درمیان نئے کارگو روٹ کا آغاز**

پاکستان اور چین کے درمیان فضائی نقل و حمل میں سہولت کے لیے نئے کارگو روٹ کا آغاز کر دیا گیا ، ایڑو-لاہور کارگو روٹ سے ہر ہفتے 300 ٹن سے زیادہ فضائی نقل و حمل کی جائے گی ۔ گوادر پرو کے مطابق چین کی سب سے بڑی ایئر کارگو کیریئر ایس ایف ایئرلائنز نے کہا ہے کہ وسطی چین کے صوبے ہوئی کے ایڑو ہوابو ایئرپورٹ کو پاکستان میں لاہور سے ملانے کے لیے ایک نیا ایئر کارگو روٹ شروع کیا گیا ہے۔ ایڑو-لاہور کارگو روٹ ایس ایف ایئرلائنز کی جانب سے رواں سال شروع کیا جائے والا پہلا بین الاقوامی ایئر کارگو روٹ ہے جو چین کے پہلے کارگو فوکسڈ ایئرپورٹ ایڑو ہوابو ایئرپورٹ سے روانہ ہوا۔ گوادر پرو کے مطابق ایڑو-لاہور روٹ ہفتے میں تین بار چلانے کا منصوبہ ہے ، جو ہر ہفتے ایڑو سے لاہور تک 300 ٹن سے زیادہ فضائی نقل و حمل کی گنجائش فراہم کرے گا ۔ نقل و حمل کے سامان میں بنیادی طور پر ٹیکسٹائل ، 3 سی الیکٹرانک مصنوعات ، الیکٹرانک سامان وغیرہ شامل ہیں۔ اس بین الاقوامی کارگو روٹ کا افتتاح ہوابو ہوائی اڈے کے لئے جنوبی ایشیا کے راستوں کو مزید بڑھانے کے لئے ایک اہم اقدام ہے۔ یہ چین اور پاکستان کے درمیان اقتصادی اور تجارتی تبادلوں کے لئے ایک موثر اور مستحکم فضائی لاجسٹکس چینل فراہم کرے گا، اور چینی برانڈز کو پاکستانی مارکیٹ کو تلاش کرنے کے لئے مزید لاجسٹک سہولت فراہم کرے گا۔ گوادر پرو کے مطابق اس سے قبل ایس ایف ایئرلائنز نے ایڑو سے جنوبی ایشیا کے لیے دو براہ راست کارگو روٹس کھولے ہیں۔ نئے پاکستانی روٹ کے افتتاح سے ایڑو کے جنوبی ایشیائی فضائی نقل و حمل کے نیٹ ورک کو مزید تقویت ملے گی۔ گوادر پرو کے مطابق چین کے معروف کورئیر انٹرنیشنل ایس ایف ایکسپریس کی ایوی ایشن برانچ ایس ایف ایئر لائنز نے اب تک ایڑو سے عالمی مقامات کے لئے کل 11 بین الاقوامی کارگو روٹس کا آغاز کیا ہے۔

<https://www.nawaiwaqt.com.pk/E-Paper/islamabad/2024-01-15>

### *Chinese Newspapers*

**January 13, 2024**

#### Shanghai Daily

#### **SF Airlines launches China-Pakistan intl' air cargo route**

A new air cargo route was launched on Saturday morning linking Ezhou Huahu Airport in central China's Hubei Province with Lahore in Pakistan, said SF Airlines, China's largest air cargo carrier in fleet size. The Ezhou-Lahore cargo route is the first international air cargo route launched by SF Airlines in this year departing from Ezhou Huahu Airport, China's first cargo-focused airport, the airline said. Three weekly round-trip air cargo flights are scheduled between Ezhou and the provincial capital city Lahore of Pakistan's east Punjab province. This new route will bring a total of around 300 tons of air express capacity per week, sustaining logistics between China and Pakistan with efficient and stable air transport services, according to the airline. The Ezhou Huahu Airport, which began operations in July 2022, is a cargo-focused hub airport with extensive cargo traffic and some passenger traffic. In April 2023, it opened its first international cargo route. SF Airlines, the aviation branch of China's

leading courier enterprise SF Express, to date has launched a total of 11 international cargo routes from Ezhou to global destinations, said the cargo airline.

<https://www.shine.cn/biz/economy/2401130387/>