
The Impact of effective supply chain management in CPEC on Pakistan's Economy

Dr. Salman Manzoor

Karachi University Business School, University of Karachi

KEYWORDS

*CPEC,
Supply chain
management,
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ABSTRACT

In this research the logistics is focused and implemented in the game changer project of Pakistan which China Pakistan Economic Corridor (CPEC) in which several of projects, 1000 kms plus tracks and other investment are being implemented in Pakistan which will directly and indirectly change the destiny of Pakistan and people of Pakistan. For this the data and information are being gathered collected from the various research papers and articles which were written, and research conducted by the different authors. The data is also collected through questionnaire from various respondents which includes the students at various Universities, employees of various industries (FMCG, Pharmaceutical, Manufacturing, Textile, Oil & Gas, Chemicals, and others) employees of Supply Chain Department of various industries, top management executives of various industries, Owners and employees of Transport Companies of Pakistan and Third-Party facilitators of Transport Industries of Pakistan. It will also be helpful for the people to know about CPEC and invest in the project. Not only this it will also be beneficial for the region as well and the foreign investment will also be invested by different countries. In this research it is found that the Logistics and CPEC have the significant impact on the Economy of Pakistan.

INTRODUCTION:

China Pakistan Economic Corridor (CPEC) is one the major game changer for the economic development of Pakistan. On 22 May 2013 in the of Ex-President Mr. Asif Ali Zardari and Chinese premier Li Keqiang have laid the foundation and memorandum for the China Pakistan Economic Corridor (CPEC) for more bilateral interconnected relations with each other. Later, in the era of Ex-President Mr. Mamnoon Hussain have also visited to China to step ahead in this project. And in his era, he has made CPEC partial operational till present date at initial stage it was estimated cost and investment of 47 billion dollars and by the time in year 2020 this investment has increased by 70 billion dollars. On 13 November 2016, the CPEC got functional as the Chinese cargo have outward to Gwadar port and until now it is operational. As it is the multibillion investment

project and considered as the game changer for the Pakistan and will improve the economy of Pakistan. The CPEC involves the construction of roads of more than 3000 kms which involves the road in western region from Gwadar port to kashgar i.e., more than 2000 kms road. In the eastern region the motorways which connects Karachi to Lahore directly with some chunks. The ML 1 project will revive railway tracks from Karachi to Peshawar. So, it is just 7 years of foundation of this game changer project have attracted world towards it and many countries have started bilateral relations with Pakistan. There are hundreds of research articles, journals and papers which are being conducted on every aspect of CPEC and everything is highlighted on it either it is political, social, law and order, Economical, Businesses, Business elements/ fields (Marketing,

HR, Finance and Supply Chain), Opportunities, challenges, threats, etc. This is just an introductory level for this startup project and will be beneficial in future. The study investigates effective use of supply chain management in the CPEC and its results to the economy of Pakistan.

As Pakistan is a developing country with shrinking economy and CPEC is the game changer for the economy. In this rapidly changing world, everything is changing so this opportunity should be efficiently and effectively utilized. As Supply Chain Management is one of the major fields in the present era which have changed the world and everything is totally dependent on it, basically it moves business and world. It is the vast field and study, so the Logistics management is used in this research, In Pakistan logistics contributes to at least 40% of revenue to the economy and a major business in Pakistan and how it is considered as a traditional business that provides employment to millions of people and generate billions of revenues. The element of Green Supply Chain Management is also present in this research. So, this research will be differed from other research as it will define how logistics management will enhance the productivity in CPEC and which will provide surplus to the economy of Pakistan. As all the resources are already present in country in the form of infrastructure, logistics, expertise, Capital, employments etc.

The purpose of this research is to find the ways that how to utilize supply chain effectively in the CPEC and based on it how it will be profitable for economy. As Pakistan is underdeveloped country, which is facing many issues, from this research the people will adopt the logistics management for the career, and it will be the way of earning in future and Pakistan will stand on its own toes. As there is the wide sign and

signals for the FDI in Pakistan as the mega projects and investment are being inducted in Pakistan. FDI is a significant factor for financial advancement of any nation Ali and Malik (2018). In such circumstance without monetary and specialized patronization of unfamiliar economies are useless. FDI constructive outcome without a bit of uncertainty Sohail, S., & Mirza, S. S. (2020).

SIGNIFICANCE OF THE STUDY

The study is enormously important since its focus on important economic initiative and considers how it can improve the economy of Pakistan. The main project of china's belt and road initiative (BRI), known as CPEC, intends to build a commerce and infrastructure corridor that will link China with Pakistan's port. It entails large expenditure in projects related to transportation, energy, and infrastructure.

Supply chain management in CPEC has the potential to have significant influence on Pakistan's economy reducing lead times and costs for goods and service through enhance transportation and logistics efficiency is a potential benefits of effective supply chain management in the CPEC. This in turn can encourage economic expansion, raise foreign direct investment, expand industrial production, and improve trade prospects.

LITERATURE REVIEW

In this present world as it is being witnessed that technology is changing day by day, from east to west. It has become a compulsory element for the business to use logistics management to sustain in business market. Foreign trade, especially export is somewhat important to extend a country's economic growth rate (Erkan, 2014). Not only this but also to sustain business in future as well. In every business the

marketing strategy is to bring product at right place, time, and delivery. It is only possible with the successful and well-organized logistics management. Finally, the logistics service provider should bring down the logistics cost to clients, while concurrently improving the service standard (Erkan, 2014). Therefore obvious that the logistics management is the compulsory and important aspect for the business. In addition, it is compulsory to have logistics management in order to increase the output; the countries that have upgraded their transportation to logistics have been economically strong.

As the world is changing rapidly and it have causing the affect to environment and have causes the severe effect to environment. So Green Supply Chain Management have introduced to sustain the environmental and business activities without harming the surrounding or to lower the harmful environmental risks. Logistics Operations are mainly contributor of carbon emissions, while green logistics build a sustainable balance between social, environmental, and economic growth (Yu, et al., 2018). Therefore, to sustain business activities and lower all the harmful risks which sounds difficult but not impossible. The supply chain management is not the short term or limited time strategy it is the long-term strategy and have huge investment. The supply chain management should carry its operations with the addition of one element of green supply chain management it in order to sustain the environmental protection strategy and protect it from the harmful hazards. The Green Logistics may be a complete system responsible for the environment, not only dealing with forward logistics but also covering the reverse logistics including waste recycling, energy recovery, remanufacturing, and disposal in landfill.

As the CPEC has broadly spread and widely functional in all over Pakistan, which has changing the economic functions of Pakistan. As it is one of the turning points for the economic and parliamentary conditions of country and the medium of trade and an economic bridge for the region. CPEC will finally allow Pakistan to profit from the vast untapped, natural resources that will also cause economic process in these hither to isolated and neglected area (Ali, et al., 2020). From this, it is obvious that it will be mega project and supply chain management is the essential element in this project, so it was the recommendation by the scholars and other experts to apply green supply chain management in this mega project to sustain all the environmental activities and restrain the harmful effects. This green supply chain management initiative is not only limited to supply chain activities but also for the other activities as well. As CPEC is important for the region and both countries and being directly related to economies because huge number of activities and projects are being setup. Therefore, the green supply chain management will also be suitable or somehow compulsory in order to sustain project activities without any environmental risks. CPEC projects allow China to continue to fuel its economic process by continuing to utilize its core competencies in these industries to construct infrastructure projects in Pakistan (Ali, et al., 2020).

CPEC is one of the game changer and important for the region for its economic development. There is the investment of billions in this project that is one of the main concerns of security. It is concern for the region and the project, as different countries interest and investments are inducted. As Pakistan have faced the terrorism and suffered a huge loss form it so it will be an ultimatum for the security concern. The challenges

raised by India's mounting concerns within the Indian Ocean. Consequently, Pakistan Navy, with China's support and cooperation, is functioning on three key aspects i.e., Gwadar Port, Sea Lanes and Vessel securities (Chang & Khan, 2019). For this the maritime security agency has started its all efforts and practices to avoid any discrepancies coming in the way of CPEC. Pakistan is predicted to advance its independent maritime security doctrine to accomplish of these objectives for the capable functioning of CPEC (Chang & Khan, 2019). The international maritime security agency has also stepped and analyzed the concerns related to this project. As both countries have shared high risks for investment and possession, more than 70 billion dollars are invested in this project, so this maritime security agency will be compulsory to protect the port as to secure the multibillion project. Not only will this it provide the safe working environment in this region.

As CPEC is one of the main concerns for the economy of Pakistan and will change the economic hurdles for Pakistan. One of the important and costly elements in supply chain management is the logistics. Nevertheless, the transport is more concern that is one of the cost consuming elements of logistics. It is not only the cost consuming element but also profitable business of both the organization and single entity. In this project the transportation is the important element as it has main concern for the profit generation and employments to the people of the region. It will be also a prime responsibility of the state to provide the framework and all necessary resources for the betterment and for the fortunate of CPEC. The main challenge is for the infrastructure that is to be setup to make efficient flow of transportation, which will provide the revenue to both state and private entities. This could come true that

CPEC as a project would ensure smooth efficiency transportation or commodity and services in terms of reducing time, distance, and price. CPEC as a project should not be only limited to economic activities, rather it should contribute to the general socio-economic development of the region (Rehman, et al., 2018). As this project have not only inducted the investment but the risks of shareholders, the CPEC is providing the opportunities like employments, investments from abroad and local, infrastructure etc. which will boost economy, but infrastructure is also give relief to people as it is reducing time, cost, and distance. Which is good for the transportation services. Accessibility is the suitability of conveyance to urge individuals or goods from the system's entry point to their exit location in their reasonable time span. The accessibility also encompasses the operational function of the system for the regional travel (Rehman, et al., 2018).

It has also expertise in both defense and technology fields. Not only has this it faced many problems and loss of both human and resources in the face of terrorism and wars. It is drowned from loan that have devalued its currency and boost up the inflation rates with a multiplier. Nevertheless, in these seven decades of its independence, it is stable and among the developing countries which are now emerging with globalization and accepting the technological changes in all around the world. The resources of Pakistan are among best reserves in whole world and Pakistan enjoys the key position in south Asia. The period of high growth from 2000-2007 indicated that the economy was progressing toward sustainable economic process (Tehsin, et al., 2017). Now CPEC is one of the turning points for the economy and for the wellbeing of its wealth as it is suitable for the Pakistan in every aspect and fulfilling all the criteria

of economy i.e., employments, investments, infrastructure etc. which seems that the CPEC is the game changer and suitable for the economy of Pakistan. Gwadar enjoys a strategic importance thanks to its location. The economic development of Gwadar as a result contains a strategic dimension. Therefore, it is imperative to make sure sustainable development of the country through the miscellaneous projects launched under CPEC (Tehsin, et al., 2017).

As it is well known thing that logistics is one of the compulsory and fixed elements of every business and country to move its resources. In this present world of every developed and underdeveloped country, the logistics is the necessity for its survival. Not only survival but also it is the basic need that is to be fulfilled in order to work and achieve objectives. It is not necessary that it is limited to any entity or any frequency of work, but it is the competition among the entities. In simple words, the customer satisfaction will be a prime objective of the logistics management. Because the things that people get is from logistics not from the organizations marketing side. Customers are dissatisfied or either satisfied by making a comparison between customer perception and repair performance expectation of a product (Huma, et al., 2020). The customer satisfaction is the key element and prime objective of every business and it varies from person to person in all over the market. The customer satisfaction is the key towards customer loyalty that is the sign of every business long-term sustainability. So, the logistics management should be characterized and planned based on its customer satisfaction level. It is said that business activities where buyers and suppliers are involved, a mutual relationship between customer and supplier is considered as an important ingredient

in co-creation of an overall value (Huma, et al., 2020).

Logistics management is one of the key investment business and one of the important aspects for the economic growth. The growth engines and regional income convergence are drawn far more attention Chu (2012). This is not the simple thing to earn revenue from logistics and to develop the economy. The logistics management required the planning and investment for the betterment and revenue. The growth rates in per capita incomes across economies tend to converge within the end of the day (Chu, 2012). Now the main hurdle came is the investment which is the bottleneck of every project or business. As China is being witnessed for the journey from developing to developed country the transport and telecommunication facilities are the indicators of growth during second half of 1980s as FDI, transport and telecommunication infrastructure can accelerate Chinese economic process (Chu, 2012). The logistics contributes more than 50% to China's revenue and it is also contributing to investment in logistics globally. It is being witnessed in china that investment in developing country/region is high as compared to the developed country/region. It is not easy tasks for the China they have long-term analyses and their Government have help to implement there planning by providing the resources and infrastructure which is their public friendly and affordable. Once their public adopted the things their economy has boost up and now the logistics is one of the major sources of earning and part of economy in China. The Logistics industry is additionally looked like main artery of economy in China, Logistics is considered important content of modern economy and therefore an accelerator of economy (Chu, 2012).

Pakistan- China ties have kept growing and have strengthened ever since 1951 when their friendship begins (Abid & Ashfaq, 2015). The CPEC is one of the major game changer in the 70 years history of Pakistan, as it is one of the multi billion invested project which is built to profitability in the region and provides the resources and wealth to the economy of Pakistan. Not only this it also provides the infrastructure in both eastern and western regions for more than 3000 kms road tracks. The main single belt track from Gwadar to Kashgar. The opportunities which Pakistan have achieved has found to be the highest revenue and resources i.e., employments, infrastructure (railway tracks and roads), pipelines, power plants etc. As it is one of the major establishments for the logistics business the effective flow of product and services. The major industry in the world is the oil industry that transform the world and make it dependent on it. From Gwadar the oil pipelines can easily transported from northern area and to Kashgar. Now every challenge which were at the initial stage were now being reduced to zero level the major issue is for the geographic location constructions, terrorism in Pakistan region, expertise etc. As the problem is the part of life, there are hurdle with ease. As Pakistan is facing massive issue with project and at the same time it is earning from it. China was considered a sleeping giant in earlier decades. But now, China is playing a core role not only within Asian region but within the entire world (Abid & Ashfaq, 2015).

Logistics industry is one of the leading industries which exploring in the world from east to west and all continents the logistics management is one of the backbones of every economy. Puts forward the evaluation system of regional logistics adaptability from the purpose of view the matching between the

regional logistic and therefore the regional economy, marks out or improves the regional logistics system to suit the regional logistics system to suit the regional logistics structure, the service level, the legal policy, the infrastructure, the knowledge network the personal quality (Kuzu & Önder, 2014). As work is continuously taking place in every medium the average record is for 24/7 a week and 365 days in the year. The developing and developed countries are both dependent on the logistics because it is only thing to move life and other. It is being noticed in the world that logistics have changed the countries and provide economic surplus to it.

Turkey is the country which have been transformed from underdeveloped to developed country and the economist or researcher have concluded that effective logistics management have made economic growth. As logistics contributes more than 30% in the GDP and they have adopted logistics as their long-term strategy that is boosting their GDP in present date. In global economy the activity of logistics system, its infrastructure usage for the aim to achieve the expansion of economy becomes necessity whereas the scope and aims of logistics (Kuzu & Önder, 2014).

METHODOLOGY

Study Design:

A quantitative methodology has been adopted. A descriptive non-experimental study was conducted to collect data through a questionnaire to gather statistics Quantitative method used in this research because the data collected and analyzed is for the forecast and predicting the steps which should be inculcated in the future for the betterment of the economy of Pakistan. As there are some more factors which needs to be analyzed and improved in this

research so the quantitative method is used as it can provide the quick review and responses in the less time with more accurate results. As the developing country achieve its milestones in surplus and shining stars which is to be forecasted in this research.

Data Collection Technique:

The survey method is used to collect the data in this research, the questionnaire designed from the secondary data. The questionnaire is filled up by the 251 target audience is known, the questionnaire consists of close ended questions with Polar or General question of two choices Yes and No. The

Likert scale of five choices from the strongly disagree to strongly agree. The Dependent Variable have the nominal scale and the Independent variable have the ordinal Scale. From this data can be collect easily in cost efficient and time efficient manner.

Data Analysis Technique

The SPSS (Statistical Package of Social Sciences) software used in which the collected data from all the respondents and put in the SPSS for the different tests. All the variables will be tested and correlated in the test. And on the basis of results the decision is to be made to accept or reject.

RESULTS AND ANALYSIS

DEMOGRAPHICS

Table 1: Demographic of the study

Gender					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Female	71	28.3	28.7	28.7
	Male	176	70.1	71.3	100.0
	Total	247	98.4	100.0	
Missing	System	4	1.6		
Total		251	100.0		
Age Group					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	20 - 25	155	61.8	62.0	62.0
	26 - 35	58	23.1	23.2	85.2
	36- 45	12	4.8	4.8	90.0
	46 - 55	23	9.2	9.2	99.2
	55-65	2	.8	.8	100.0
	Total	250	99.6	100.0	
Missing	System	1	.4		
Total		251	100.0		
Education					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under-Graduate	69	27.5	27.6	27.6
	Graduate	136	54.2	54.4	82.0
	Post Graduate	45	17.9	18.0	100.0
	Total	250	99.6	100.0	
Missing	System	1	.4		
Total		251	100.0		

Explanation:

The survey data shows that most respondents are the male respondents of 70.1% and female of 28.3% who have help to gather the data. Majority of respondents were youngsters of ages 20-25 which shows ratio of 62%. The teenager's respondents of 26-35 shows 23.2% and remaining elder's respondents of 46-55 shows 9.2%. The senior respondents of 55-65 shows

lowest of 2 respondents and 1 respondent didn't disclose the age. Majority of respondents were Graduates of 54.2%, then the undergraduates were 27.5% of respondents. The postgraduates have also submitted the responses which shows 17.9% of respondents. Here 1 respondent didn't disclose the education.

RESPONSES

Table 2: Descriptive statistics of the responses

Is Logistics Industry having the key role in Economy of Pakistan?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	No	7	2.8	2.8	2.8
	Yes	244	97.2	97.2	100.0
	Total	251	100.0	100.0	
Do you think that CPEC is the game changer of Pakistan Economy?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	N0	3	1.2	1.2	1.2
	Yes	245	97.6	98.8	100.0
	Total	248	98.8	100.0	
Missing	System	3	1.2		
Total		251	100.0		

Explanation:

The table shows that the majority of respondents which is 97% have accepted

that both variables Logistics and CPEC have the impact on the Pakistan Economy

RELIABILITY:

Table 3: Reliability Statistics

Construct	Cronbach's Alpha	N of Items	Items Removed
IV	.823	9	-

Explanation:

In the table above shows that the value of Cronbach's Alpha is 0.823 which means 82.3% which is more than 70%. The 70% or 0.70 is reliable and accepted

that the variable is reliable. So it is found that the Dependent variable is reliable.

Do you think that CPEC is the game changer of Pakistan Economy?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	3	1.2	1.2	1.2
	1	245	97.6	98.8	100.0
	Total	248	98.8	100.0	
Missing	System	3	1.2		
Total		251	100.0		
Item-Total Statistics					
	Scale Mean if Item Deleted	Scale Variance if Item Deleted	Corrected Correlation	Item-Total	Cronbach's Alpha if Item Deleted
IV1	35.78	22.472	.423		.817
IV2	36.00	20.622	.577		.800
IV3	35.99	20.777	.570		.801
IV4	36.46	17.923	.598		.798
IV5	36.49	17.624	.481		.830
IV6	36.15	19.578	.635		.792
IV7	35.91	21.086	.575		.802
IV8	35.89	21.447	.537		.806
IV9	35.85	21.072	.595		.801

Table 4

Explanation:

In the table above shows that the value of Cronbach's Alpha is average 0.8 which means average is 80% which is more than 70%. The 70% or 0.70 is reliable

and accepted that the variable is reliable. So it is found that the all variables are reliable.

INDEPENDENT SAMPLE TEST 1

Group Statistics						
	Is Logistics Industry have the key role in Economy of Pakistan?	N	Mean	Std. Deviation	Std. Error	
IV	No	7	3.1587	1.07316	.40562	
	Yes	244	4.5398	.47458	.03038	

Independent Samples Test											
		Levene's Test for Equality of Variances		t-test for Equality of Means							
		F	Sig.	t	Df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference		
										Lower	Upper
IV	Equal variances assumed	12.578	.000	-7.241	249	.000	-1.38109	.19073	-1.75675 -1.00543		
	Equal variances not assumed			-3.395	6.068	.014	-1.38109	.40675	-2.37370 -.38848		

Table 5

Explanation:

There is no significant difference between the two variables, which means that Logistics and Economic Development of Pakistan are significant.

INDEPENDENT SAMPLE TEST 2

Group Statistics					
	Do you think that CPEC is the game changer of Pakistan Economy?	N	Mean	Std. Deviation	Std. Error Mean
IV	0	3	3.0370	1.90624	1.10057
	1	245	4.5217	.49779	.03180

Independent Samples Test										
		Levene's Test for Equality of Variances		t-test for Equality of Means						
		F	Sig.	T	df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference	
								Lower	Upper	
ALL_Items	Equal variances assumed	27.406	.000	-4.871	246	.000	-1.48471	.30479	-2.08504	-.88437
	Equal variances not assumed			-1.348	2.003	.025	-1.48471	1.10103	-6.21448	3.24506

Table 6

Explanation:

This is no Significant difference between the two variables, which means that CPEC and Economic Development of Pakistan significant.

REGRESSION:

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.631a	.398	.396	.50364

a. Predictors: (Constant), CPEC

ANOVA						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	41.820	1	41.820	164.869	.000b
	Residual	63.160	249	.254		

Total	104.980	250			
a. Dependent Variable: supply chain					
b. Predictors: (Constant), CPEC_1					

Coefficients							
Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.	Collinearity Statistics	
	B	Std. Error	Beta			Tolerance	VIF
1	(Constant)	.933	.273		3.421	.001	
	CPEC	.753	.059	.631	12.840	.000	1.000

a. Dependent Variable: supply chain

Table 7

Explanation:

The above table shows that the Logistics have significant impact on CPEC.

DISCUSSION

The primary data was collected by survey technique through questionnaire from 251 respondents. The data was circulated and collected from different respondents collected through questionnaire from various respondents which includes the students at various Universities, employees of various industries (FMCG, Pharmaceutical, Manufacturing, Textile, Oil & Gas, Chemicals, and others) employees of Supply Chain Department of various industries, top management executives of various industries, Owners and employees of Transport Companies of Pakistan and Third-Party facilitators of Transport Industries of Pakistan.

The data was gathered and was tested on SPSS the tables are attached on the results and analysis portion. This shows that majority of the respondents were male and were youngsters of ages between 20-25. Most respondents were graduates although many of them were elders and teenagers and ages of above 50s. The undergraduates and postgraduates were the respondents. Most respondents thinks that the Logistics and CPEC have significant impact on the Economy of Pakistan. For this the reliability, two Independent Sample Tests and Regression tests were

applied to check the results which can be seen in Tables3, 4, 5, 6 and 7. The Data shows that the variables are Significant.

So, the reliability tests were significant of both variables which are also tested, to describe the significance the Independent variables were first tested with the Dependent Variables in two Independent sample tests in first test the Logistics and Economy of Pakistan is tested significantly. Then CPEC and Economy of Pakistan is tested significantly. Then both Independent variables Logistics and CPEC were tested in Regression in all the tests the results show the significance of both Variables. The Regression test of Independent and Dependent variables was not tested because the independent variables are ordinal scale and dependent variable is nominal scale which cannot be tested. This shows that both independent variables have significance impact on dependent variable.

CONCLUSION:

To conclude this research it is to be stated that the Logistic is one of the most efficient and effective tools which is to be implemented for the need, survival, and better future. Which is being observed in the daily life and in this report as well. The CPEC which is one of the major game changers in the economy of Pakistan which is directly and indirectly facilitating Pakistan. As Pakistan is one of the

developing emerging country, which is growing day by day, although it was stucked and faced my economical and unbearable losses which is paying back in this present era. Now it has also stepping forward to enhance its growth rate and its economy is also being improving towards developed nation. Now CPEC is one of the major game changers which will alter the divine destiny of Pakistan Economy. Although Logistics and Supply Chain Management is important aspect of CPEC and Economy of Pakistan for seven decades.

So, it is concluded that the Logistics management have the positive and significant relation with CPEC. Not only this both Logistics Management and CPEC

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have the positive and significant relation with Economy of Pakistan. So as the developing country which is moving towards developed country and nation the CPEC is important aspect for the betterment of Pakistan and its people. Not only this but Supply Chain Management is also growing and expanding day by day and have the bright future in career and education which can be observed and witnessed. Not only this as foreign direct investment is inducted in this project and Pakistan which is providing infrastructure, employments, and business opportunities this will encourage more investments from local residents to provide investment and capital.

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