



Cambridge International AS & A Level

GLOBAL PERSPECTIVES & RESEARCH

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Paper 1 Written Examination

May/June 2020

INSERT

1 hour 30 minutes

INFORMATION

- This insert contains all the resources referred to in the questions.
- You may annotate this insert and use the blank spaces for planning. **Do not write your answers** on the insert.



This document has 4 pages. Blank pages are indicated.

The following documents consider issues related to transport and global economic activity. Read them **both** in order to answer **all** the questions on the paper.

Document 1: adapted from *China-Pakistan Economic Corridor: A boon for the economy, a bane for locals and Gwadar fisherfolk worry about One Belt One Road*. These are online articles written by Zofeen T Ebrahim in 2016 and 2017 and published on the Third Pole website. The author is a Karachi-based journalist, who is also Pakistan editor for the Third Pole, which gives media coverage of climate and ecological issues in the Himalayas using journalists, policymakers, NGOs and experts.

The USD 46 billion China-Pakistan Economic Corridor (CPEC) is a 3218 kilometre route that will connect China to the Pakistan deep-sea port of Gwadar and provide the shortest connection for China to the Middle East, Africa and Europe. It will slice through Pakistan's beautiful Himalayan Gilgit-Baltistan region in the north to reach the Chinese-operated Gwadar port in the country's south. There is hope it will transform the economy. According to *China Daily*, if all goes to schedule, the CPEC projects, including gas, coal and solar energy should provide up to 16400 megawatts to overcome Pakistan's frequent energy shortfalls.

Some believe the CPEC transport network will additionally boost tourism in the Himalayan mountaineer's paradise of Gilgit-Baltistan. Businessmen of the area like Milad-us-Salman also hope that the CPEC transport network will improve exports from the region. Currently, truckloads of locally produced fruit travel along the neglected Karakoram highway to the capital Islamabad, to be flown to Qatar, Abu Dhabi and Dubai. Salman's company, Karakoram Natural Resources Pvt. Ltd, last year sold fruit worth USD 190000. Salman claims that diverting this fruit to China will be more profitable, "We can double our sales and profits if we can sell to China where cherries are very popular."

However, the CPEC has caused serious local concerns. Another local, Izhar Hunzai, said that while both Pakistan and China will benefit, there are fears that the CPEC may lead to displacement of local people. He went on to say that only 1% of the land can be farmed. "If that is bought by rich investors from outside for development, there will be no farmland or orchards left for us and we will lose our economic independence."

At the other end of the CPEC in Pakistan's Gwadar, a Chinese deep-sea port is under construction. It promises to transform the sleepy town into a global trading hub. However, it leaves local fisherfolk terrified about loss of homes and livelihood. They have heard that they will be displaced to Sur, 20 km away. Dad Karim, speaking for his community says, "We will not leave. This is where we can fish all year round; at Sur, there are three months when fisherfolk cannot go to the sea due to high waves."

In order to stay, Gwadar locals need to re-skill, but they view this alternative with fear. "We do not know anything other than fishing", is what you hear wherever you go. With more and more skilled workers making their way to Gwadar, locals with fewer skills and no education are likely to be disadvantaged. The fisherfolk already earn much more than they could possibly earn even as skilled labourers. In a week, the fisherfolk can make up to PKR 50000 (USD 470), whereas it takes skilled workers a month to earn this amount.

Developers and investors are optimistic about the future. Land prices have risen steeply in Gwadar, but it is "outsiders" who are now selling property at very high rates. Many locals sold their land cheaply in the early 2000s, when the port construction started. Rafi Group, a real estate giant, made a ten-fold profit last year by selling the land it had acquired from them 12 years ago.

In fact, other than the locals, it seems everybody else is benefiting.

Document 2: adapted from *China-Pakistan Economic Corridor and Its Social Implication on Pakistan* a research article in OMICS international, written by Riaz Ahmad and Hong Mi in 2017. OMICS international is an online publishing house promoting scientific research. Riaz Ahmad is a PhD Scholar in Economics at a university in Islamabad, Pakistan and Hong Mi is professor in social-economic development at Zhejiang University, China.

The China-Pakistan Economic Corridor (CPEC) is a favorite globalization project of China's President Xi Jinping. China is the fastest growing economy in the world and the CPEC will further boost its trade. It will also enable China to build a naval base at Gwadar in Pakistan, which is strategically important for China. It will expand China's influence and counter US influence in the Asia-Pacific region.

The CPEC is also a great opportunity to enhance Pakistan's economy. Pakistan has low economic growth. With investment from China, Pakistan will gain a massive new network of roads, highways and railways, as well as pipelines to transport liquefied natural gas and oil from Iran and the Gulf countries. Pakistan's Federal Minister has emphasized that the CPEC will produce equal opportunities for all regions of Pakistan with projects that will improve energy supply, infrastructure, and the industrial sector. These will bring job opportunities, which will help to lessen poverty.

Pakistan's Chief Minister of the Punjab said that China will set up 10 projects based on wind, solar, coal and hydro power generation totaling 6600 megawatts in the Thar Desert. These will transform this remote and underdeveloped region into Pakistan's energy capital. China's Ambassador in Pakistan claimed this project will help lessen Pakistan's chronic energy shortage which has caused businesses to close down and move to other countries. Pakistan's industry needs an uninterrupted energy supply for smooth economic growth. As a result the CPEC will considerably improve Pakistan's economy. It will also help make Pakistan one of the most strategically important countries in the region.

However, Pakistan faces many difficulties in implementing the CPEC project. The most daunting is Pakistan's security threat from extremism and terrorism. Various national and international militant groups and sections of political parties are trying to stop the CPEC project by kidnapping and killing Chinese workers.

There are also international concerns to overcome. The United Arab Emirates is concerned about Gwadar port competing with their established port of Dubai. However, President Xi has said to Arab countries, "Let us work shoulder to shoulder to strengthen China-Arab cooperation and strive for the lofty cause of peace and development for humankind".

Overall the CPEC is seen as a corridor of peace, prosperity, and development with economic benefit to over three billion people, half of humanity. China's Premier said to Pakistan, "Our two countries need to develop a closer relationship and enhance cooperation to jointly meet international uncertainties and challenges in Asia." The Chairman of Gwadar port said that the CPEC would improve the economic situation of not only Balochistan, but all provinces of Pakistan. Also, internationally known Pakistan economist Dr. Shahid Hassan said it would reduce unemployment in Pakistan.

So, the CPEC project will boost the economies of China and Pakistan and be of great benefit to all people across the whole region.

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