

GWADAR

PAKISTAN'S GOLD PORT

UNDERSTAND THE KEY
ROLE OF GWADAR IN CHINA'S
\$4 TRILLION MASTERPLAN

GWADAR CITY DEVELOPMENT
AND ECONOMIC SCOPE

WHAT YOU SHOULD KNOW
BEFORE INVESTING IN GWADAR

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 **PRUDENT**
PROPERTY INVESTMENTS

gwadarinvestmentguide.com



“Saudi Arabia has pledged investment deals worth \$20bn (£15.5bn) with Pakistan which is seeking to bolster it’s fragile economy.

The deals include funding for an \$8bn oil refinery in the city of Gwadar. It comes as part of a high-profile Asian tour by the kingdom’s Crown Prince Mohammed bin Salman.”

BBC NEWS - 18 February 2019

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WHY GWADAR?



AERIAL VIEW OF GWADAR EAST BAY

THE STRATEGIC LOCATION OF PAKISTAN

Pakistan is one of the most strategically significant countries in the South-East Asian region. This prime area on the globe is vital for the economic growth of the entire surrounding region as it’s being implemented through a mega connection masterplan - One Belt One Road (OBOR) a brainchild of Chinese President Xi Jinping.

Pakistan is also one of those countries that suffered turbulent governance fuelled by corruption and self interest for several years leading to hostile military takeovers of the government on many occasions. As democracy is organically forming the core of a country with incredible potential, there’s been a recent birth of an ideology in the form of ‘Naya Pakistan’ which is determined to reform the country for the betterment of all. There’s a gradual shift in internal and external attitudes towards Pakistan as has been documented in the recent months in the global media.

China has historically been a very close ally of Pakistan and have worked together on several projects including key military research and development assignments. China sees this relationship develop through beneficial access for both countries implemented through a mega development program - China Pakistan Economic Corridor (CPEC). One of the major projects within CPEC is the construction of a super highway connecting the port of Gwadar to Kashghar.



WHY GWADAR IS A GOLDEN PORT

Gwadar District is situated along the shores of the Arabian Sea covering over 500 miles of coastline in the southwest of Pakistan's Balochistan province and is representative of the rusty gold desert like terrain prevalent across the province. Close to the middle-eastern region, Gwadar is home to an emerald coloured sea, with moist winds sweeping the dry desert, receiving rainfall in the winters instead of the monsoon, unlike the rest of Pakistan.



Gwadar city was built on a plain between two hills, this causes the city to have a protected climate on the leeward side. It offers picturesque views of small fishing boats with the hills in the background.

Gwadar has a warm desert climate altered by winds from the Arabian Sea. The summers are short, hot and dry although the oceanic influence keeps the temperature lower than inland Balochistan. Temperatures are mostly comfortable all year round with clear skies. Over the course of the year, the temperature typically varies from 16°C to 35°C.

The city is divided into two main regions, the East Bay and the West Bay. The East Bay hosts the port and the West Bay is planned to be the new smart city of Gwadar. As you move closer to the port, the Hammer Head becomes the most dominant landmark in sight. This is a natural rock formation that acts as a shield against oceanic winds and allows for an all year round deep water port.



Gwadar, which in the local language means "The Gate of Air". Pakistan's dream of having a deep water port at Gwadar is nearly as old as its existence. In 1954, Worth Condrick who was commissioned by the US, surveyed the Balochi region and highly recommended Gwadar as a prime point for to build a sea port. The main reasoning behind this was the altitude of Gwadar which extends up to 300m above sea level as well as the deep waters that surrounded the coastal line. Gwadar at this point was under Omani control as it had been for over 200 years. Realising the importance of Gwadar, in 1958, Pakistan paid £3 million to buy back the enclave from the Sultanate of Oman.

The current population of this region is about 400,000 mostly with poor access to health facilities and education. The primary occupation of the residents of Gwadar is fishing. For many centuries, Gwadar has remained a small fishing town with little else to offer. Below is a picture of boats hand built in Gwadar.



In 2001 Gwadar's fortunes started to turn when progressive steps were taken towards making the Gwadar Port proposal a reality and China agreed to participate in the construction and development of the deep sea port. Following the completion of Phase I, the Government of Pakistan in February 2007 signed a 40-year agreement with Port of Singapore Authority (PSA) International for development and operation of the port, and an adjacent 584 acre special economic zone. In 2013, Pakistan awarded a contract for construction of Gwadar Port to China. As per details of the contract, the port would remain as property of Pakistan, but would be operated by the state-run Chinese firm – China Overseas Port Holding Company (COPHC). The port is operational now with steady progress to into Phase II.

Current (Based on figures quoted for 2018):

Capacity of 30 million of cargo per year.

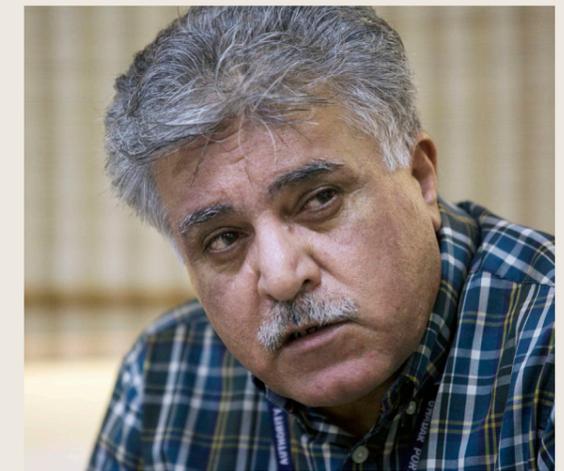
Phase I: 11 million (tonnes) of cargo per year.

Phase II: 200 million (tonnes) of cargo per year.

Estimated completion: 2029

Phase III: 400 million (tonnes) of cargo per year.

Estimated completion: 2045



"Gwadar port is modelled on Busan, South Korea and Shenzhen, China. Just as Shenzhen, there will be a port and there will be port-related commerce & industry and port-related city development. The Chinese tell us that it took them ten years to make the Shenzhen Port operational and thirty years to make the port city fully developed. They foresee that **Gwadar port could be operationalised in five years and achieve the Shenzhen-level city and port development within ten to fifteen years** provided that the basic infrastructure is in place and there is a strong and consistent investment policy for Gwadar."

Dostain Khan Jamaldini
Chairman, Gwadar Port Authority.

(Business Recorder Research, January 3, 2017)

BEAUTY OF GWADAR



HAMMERHEAD

Resembling the shape of the hammerhead whale, this mass of rock was created by the mud volcano that erupted. Majority of the rocks in the Gwadar district were created through the eruption of these volcanoes. Hammerhead provides a spectacular view of the Arabian Sea on its southern side and a breathtaking view of the Gwadar city on its north.



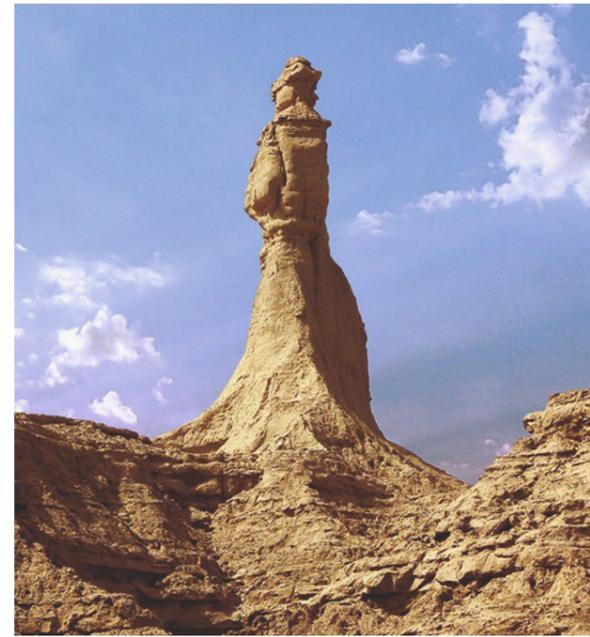
ORMARA

Located 240 km from Karachi, Ormara is the midpoint of Karachi and Gwadar. This area is under the Pakistan navy, with their vessels scattered all over providing the tourists a rather captivating view of the naval forces at work. The hammerhead protects Ormara from the sea and the beaches and the water remains untouched. Ormara was one of the pit stop for Alexander the great, and one of his generals died here, named ormuz, thus the name Ormara.



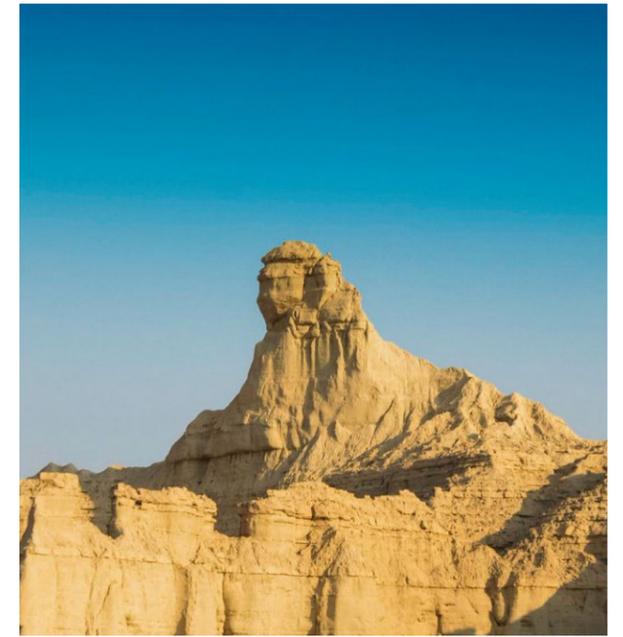
BUZZI PASS

Main reason to travel to Gwadar, is known to be the Buzzi pass itself. It presents us with the most spectacular scenery on each side, one can simply not help hold their breath in wonder and awe. Overlooking the Hingol National Park and the wondrous natural carvings, it provides a spectacular view. Fact about Buzzi Pass that is known to be famous is that Alexander the great passed by here and on this pass, he lost many of his legions.



PRINCESS OF HOPE

Located in the largest national park of Pakistan, princess of hope is another one of the major tourist attractions. People believe that the formation was man made however history claims that it was carved in the same way as the sphinx and the hammerhead - through the eruption of mud mountains that covered the regions.



THE SPHINX

Ever wondered how it would feel to see the wondrous sphinx in Egypt, up front and not in pictures? Gwadar has its own naturally carved sphinx, located on the top of the range, it exactly resembles the man-made sculpture. Its beauty and wonder has brought about many visitors from all over.



ASTOLA ISLAND

Also known as the "island of the seven hills", it is located in the Pasni 'district of Gwadar. The island stretches 6.7 km and depth of 2.3, the highest point of the island is 246 ft. above the sea level. It provides a beautiful view of the Arabian Sea. It maintains a rather endemic living style due to its isolated location.

BRI & CPEC (CHINA PAKISTAN ECONOMIC CORRIDOR)

Gwadar Port is the southern extension of the China-Pakistan Economic Corridor (CPEC) which connects Kashgar in China's northwestern Xinjiang province to the Arabian Sea. A modern, deep-sea port that underwent phase one development in 2007. The 'Economic Corridor' with initiate through implementation of several mega projects collectively amounting to \$62bn with future projects expected to amplify the valuation considerably. The planned projects include special economic zones (SEZ's), power plants and modern transportation networks as illustrated in CPEC projects map.

Gwadar gives China quick access to ports in the Middle East and Africa. By bypassing the Straits of Malacca and the South China Sea, it cuts the distance from China to Europe from 45 to 10 days. The \$46 billion, 3,000-km inter-connection of roads, railways, and pipelines is expected to boost trade and development not only in Pakistan and China but also along the entire Eurasian Silk Road. It will also reduce sea transportation distance by more than 4,200 nautical miles from Beijing to major ports of the Gulf region. CPEC will exponentially reduce the transportation time of both exports and imports of China and Pakistan to the African, Middle Eastern and European markets.

China's Belt and Road Initiative (BRI) is an ambitious programme to connect Asia with Africa and Europe via land and maritime networks along six corridors with the aim of improving regional integration, increasing trade and stimulating economic growth.

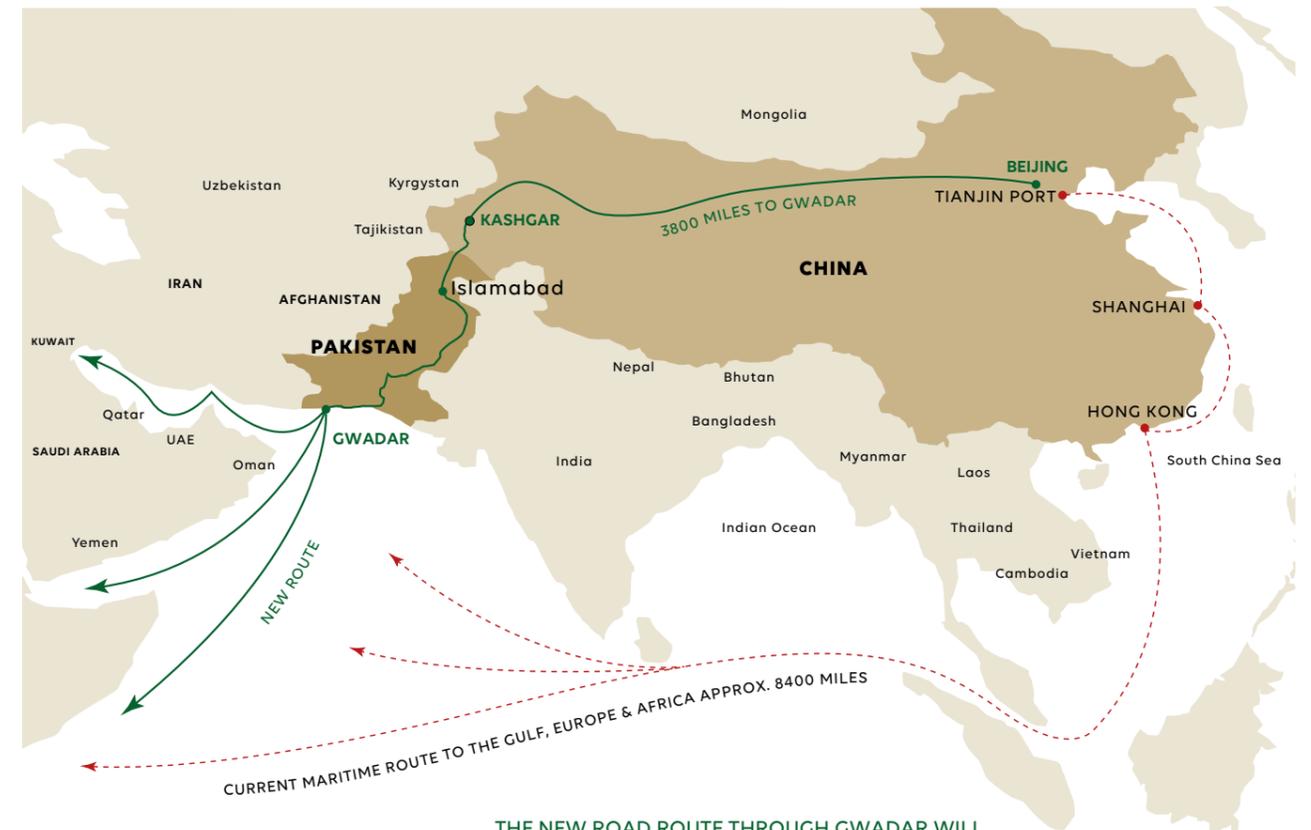
The name was coined in 2013 by China's President Xi Jinping, who drew inspiration from the concept of the Silk Road established during the Han Dynasty 2,000 years ago – an ancient network of trade routes that connected China to the Mediterranean via Eurasia for centuries. The BRI has also been referred to in the past as 'One Belt One Road'. The BRI initiative will deliver an estimated \$5 trillion worth of investment into the infrastructure of 52 countries. Pakistan is one of the countries that will benefit significantly from BRI, with the port city of Gwadar in a prime location for investment.

In 2013, Gwadar Port operations were officially handed over to China. Under the contract with China, the port will be further developed into a full-scale commercial port, with an initial construction investment of \$750 million. The port is said to be strategically important to China because it will enable China to more safely and reliably import oil. Currently, sixty percent of China's oil must be transported by ship from the Persian Gulf to the only commercial port in China, Shanghai, a distance of more than 16,000 km. The journey takes two to three months, during which time the ships are vulnerable to pirates, bad weather, political rivals, and other risks. Using Gwadar port instead will reduce the distance these ships must travel and will also enable oil transfers to be made all year round.



Port of Gwadar, the site of major economic cooperation between Islamabad and Beijing, has officially opened for commercial shipping and is expecting its first vessel on October 8, 2019.

The announcement was made by Pakistan's sub-Committee of the Senate Standing on Maritime Affairs, which was attended by senators and senior officials from the Ministry of Maritime Affairs and the Gwadar Port Authority.



THE NEW ROAD ROUTE THROUGH GWADAR WILL RESULT IN COURSE SAVING 4,600 NAUTICAL MILES FROM BEIJING TO THE GULF REGION.

Gwadar port, deep-sea port, is used and operated as a means to serve the supply and import requirements of a well prominent hinterland, The economic prediction of Gwadar port is the trump card for economy and trade routes for Central Asian States and the world. The port features prominently in the China-Pakistan Economic Corridor (CPEC) plan, and is considered to be a crucial link in the BRI.

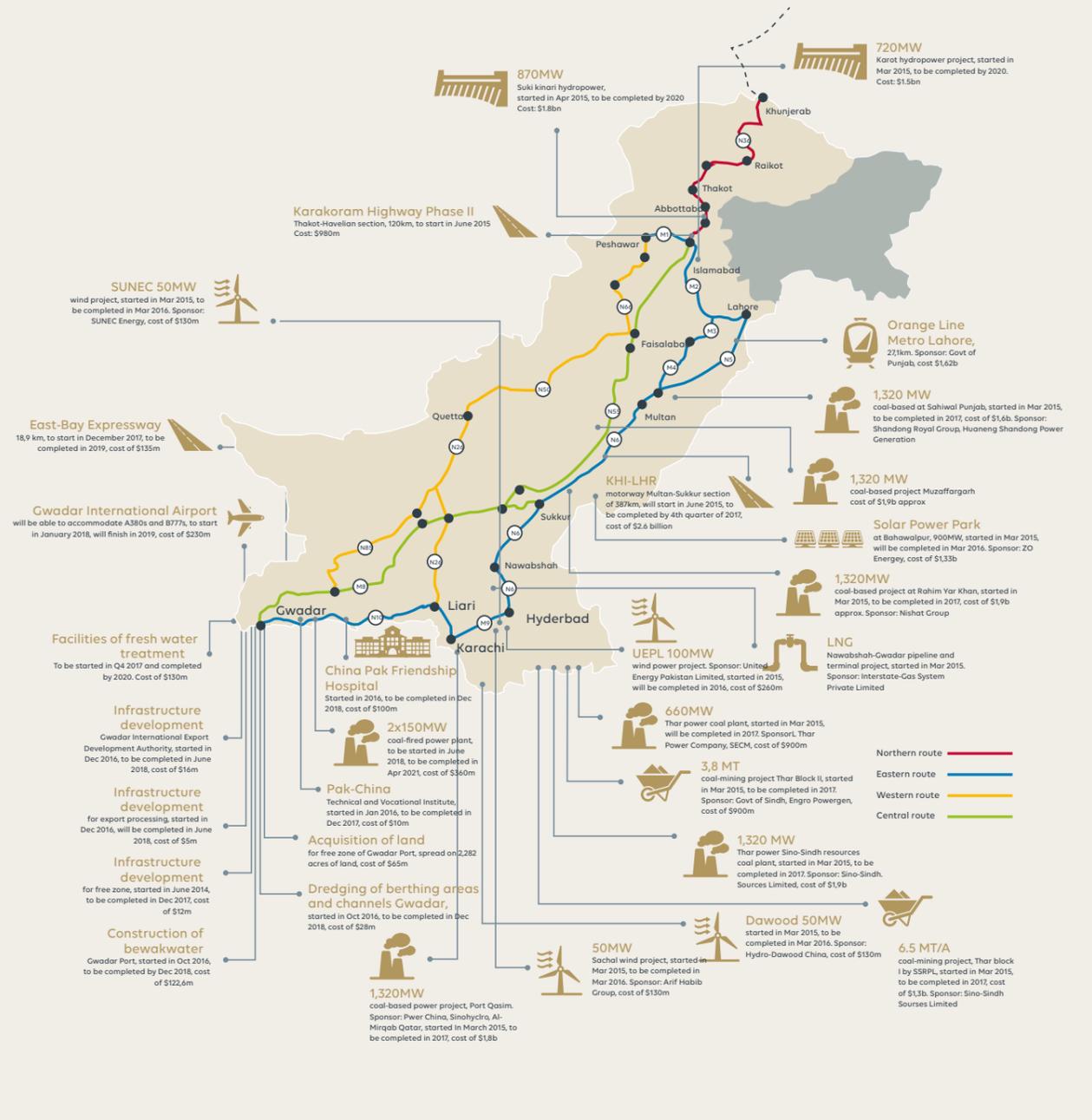


China's One Belt, One Road initiative is one of the government's top priorities and a plan identified closely with President Xi Jinping. It is an ambitious vision coupled with generous government funding and should create business opportunities for foreign companies who can support the plan's objectives. Our members are paying close attention.

KENNETH JARRETT

President
The American Chamber of Commerce in Shanghai

ECONOMIC DEVELOPMENT RESULTING FROM CPEC



CPEC holds the immense importance for Pakistan if administered in a positive way. CPEC being the flagship project of BRI and being geographically located in the middle of the two regions makes Gwadar the soul and the essence of Chinese strategic rise. As most of the criss-crossing network of economic connections passes through Pakistan

in one way or another by the means of CPEC, so, being the only land route, CPEC strengthens Pakistan's geo-strategic position and makes Pakistan a major regional player.

CPEC is great opportunity for Pakistan. CPEC connect us to China which is one of the biggest markets. Because of CPEC we are developing Special Economic Zones (SEZs) which invite investment across the globe. China is a huge market and CPEC route will connect China and Pakistan located at strategic position of world.

IMRAN KHAN
Prime Minister of Pakistan
(Investment forum Saudi Arabia)



Details, revealed by Pakistan's Planning Secretary, Zafar Hasan, indicated employment opportunities for hundreds of thousands of new workers and a population increase of well over a million through projects administered through CPEC. He confirmed that top of the construction list is a 300 MW coal based power plant which will cater for 1.5 million people. The new plant's ground-breaking ceremony will take place in November 2019. Work on the new Gwadar International Airport will also commence in November. Preparatory work on that project has already started. China's National Development and Reform Commission stated that the Gwadar Friendship Hospital, Nurses Training Centre and Teaching Hospital will be built.

It was decided that in order to electrify Gwadar Port, new housing projects will include provision for solar power units.



Construction of solar energy panels in Gwadar

These announcements were made as part of the Gwadar 2050 Masterplan. Over the next 30 years billions of dollars will be pumped into the area, creating hundreds of thousands of new jobs.

The Masterplan is designed to create a smart, bustling new city which will become the region's busiest commercial centre. During the construction phase it is thought around 150,000 new jobs will be created. This figure will rise to over 300,000 within a decade. The resultant population explosion will escalate the need for housing and other amenities.



Pakistan's Planning Secretary, Zafar Hasan (middle) chairing a CPEC planning meeting.

GWADAR DEVELOPMENT PROJECTS



Gwadar Port current capacity: 3 million tonnes.

There's a huge demand for construction land currently in Gwadar which is only expected to intensify over the next few years. According to the new Masterplan, The city will be split into two distinct development areas along the east and west bays which will include business centres, hotels, tourist attractions, shopping malls, entertainment and restaurants.

Gwadar's 2019 masterplan has highlighted development phases and planned project completion dates which run through to 2050. As indicated, major progress will be initially seen in Phase I of the development zone. Many of these developments will impact directly on Gwadar's housing market as new employees from other parts of Pakistan, China and the surrounding area relocate to the developing city.

KEY PROJECTS UNDERWAY

- 2 x 150 Megawatt Coal Power Plants
- Liquefied Natural Gas Terminal
- Fresh Water Treatment Plant
- Expansion of Multi-purpose Terminal including Breakwater and Dredging
- Fresh Water Supply, Wastewater Treatment Plants

Gwadar Eastbay Expressway

Connecting Gwadar Port to Mehran Coastal Highway. Currently 70% complete.



Gwadar Eastbay Expressway II

Connecting Eastbay Expressway I to New Gwadar International Airport. Currently 60% complete.



Pak China Friendship Hospital

1st phase completed.



China-Pakistan Faqeer Primary School Project Completed

Gwadar Smart Port City Master Plan

Contract negotiations underway



Work underway for new oil refinery in Gwadar.

GWADAR'S NEW INTERNATIONAL AIRPORT



Prime Minister Imran Khan inaugurating the new Gwadar International Airport

New Airport design revealed.



ESTIMATED AIR TRAVEL TIMES TO GWADAR FROM THESE MAJOR DESTINATIONS



GWADAR FREEZONE & ECONOMIC SCOPE



2300 ACRE SPECIAL ECONOMIC ZONE [FREEZONE]

A state-of-the-art Free Zone Area will be built on reclaimed land in the Northern side of the harbour covering 923 hectares immediately west of existing multi-purpose terminal and the planned container terminal. The idea is to turn this 'freezone' into a platform for global connectivity through implementation of attractive policies like tax exemptions and pro-business conditions that fulfil investor's needs and support activities that promote international commerce.

The Gwadar Freezone shall bring extensive economic benefits like a 23 year income tax holiday, exemptions of sales tax and customs duties and extended land leases up to 99 years for new businesses with an aim to boost global market presence by attracting new businesses and foreign investments in general trade, services, manufacturing, logistics, trans-shipment and bunkering business.

The Zone is an integral part of the port and is designed to ensure the optimum utilization of port infrastructure. It's included in Phase I developments with the key function being commodity exhibition, transit and distribution. Partial work on this area



is complete as it hosted the Gwadar Expo in 2018.

ADVANTAGES OF THE FREEZONE AREA INCLUDE

- 100 % ownership for foreign investors
- Tax holiday for 23 years
- 100 % exemption on customs duties for construction and operation

- Leasing of plots up to 99 years
- Flexible visa regulations
- Ready to use offices, light industrial units, warehouses
- World class infrastructure and security arrangement
- One Stop Shop - one window facility for clearances
- Fast track start up and licensing procedure

Promoted business sectors include; agriculture processing, fish processing, marble processing, manufacturing, food processing, refrigerated storage, financial services, technical & vocational training, container yards, warehousing, international purchasing, transit / distribution, packaging / labelling, transshipment, assembly, value added exports, retail outlets, hotels, restaurants, entertainment amenities, medical facilities and other related businesses

ESTIMATED GROWTH AND REVENUE

CPEC's strategic economic project is increasing regional connectivity for the economic development of Pakistan and China. More than \$46 billion will be invested in Pakistan's power, infrastructure, industrial and agriculture sectors under the CPEC. With the reduction in power outages due to enhancement in electricity generation capacity and investment in other production sectors of the economy, Pakistan's 'Vision 2025' projects rapid urbanisation and GDP growth rate of 8% by 2025. GDP growth rate of Pakistan is estimated to average at 7.5% by 2030 with the addition of about two million jobs in the job market.

[Figures quoted by: Planning Commission Pakistan 2025 One Nation- One Vision]

THE ANNUAL REVENUE FROM PORT TOLL COLLECTION IS PROJECTED AT AROUND \$5BN BY 2022



NEW REGULAR FERRY SERVICE ANNOUNCED TO CONNECT THESE PORTS



Pakistan is located in a region that will bring major changes in the world economy in coming decades primarily due to its demographics.

With over 100 million people below the age of 30 aspiring to change their lives, the rise of Pakistan is just a matter of time,

David M Darst

Chief Investment Strategist - Morgan Stanley

DEVELOPMENT OF PORT CITIES - BRIEF CASE STUDIES

Gwadar is envisioned to generate economic and commercial prospects for Balochistan and Pakistan following the operation of its deep-sea port and urban industrial zones. Such a characterisation of a city is generally attributed as a new economic city. This chapter analyses the success and failure of new economic and port cities around the world.

STUDY I - SHENZHEN, CHINA

The city of Shenzhen was China's first real attempt at experimentation of policies and ideas that its rigid communist structure had not permitted earlier. Deng Xiaoping, the then prominent leader of the People's Republic of China, initiated what has come to be known as the Open-Door-Policy in 1978 to bring about economic reforms in the country. As part of this opening up, in 1980, four zones were designated wherein the government would be in pursuance of special economic policies including Shenzhen, Shantou, Zhuhai and Xiamen. These demarcated SEZ's had a few things in common: they all encompassed large areas where economic activity was to be encouraged at the behest of specific financial and trade privileges. These SEZ's were also situated at a considerable distance from the centre of power in Beijing so as to lessen any political interference. The central government in China followed a policy of encouraging the use of novel and practical techniques and more open economic policies. Located within Guangdong and Fujian, a primary advantage these zones offered was the historical relationship their home provinces had enjoyed with Hong Kong, Macao and Taiwan. This proximity and the contact between these areas allowed for a greater exposure for



Shenzhen circa. 1970

these future cities to capitalist ideals and market principles new to the country's economic system. (World Bank, 2010)



Shenzhen 2019

STUDY II - INCHEON AND SONGDO, SOUTH KOREA

Incheon is South Korea's third largest urban Centre with a population of approximately 3 million, located near the capital city of Seoul with which it shares an airport. (Ducruet et al. 2012,) Incheon has proven in recent years to be an attractive option for new firms to set up shop however, much of its success can be attributed to two major factors. These are the Incheon International Airport, Incheon Harbour and the cities advantageous geographic location vis a vis Seoul. Incheon is often touted as the transportation hub for North East Asia and for good reason. Incheon International Airport has consecutively been ranked the best airport in the world for 10 years and is also one of the prime stops within the region catering to more than 40 million people every year. Since the airport opened, the number of passengers using it have increased by 6.7% annually. 90 airlines connect Incheon to 181 cities across the world. (Rahn, 2015)



STUDY III - DUBAI, UAE

The development of the port in Dubai can be traced to four different phases; the first spanning from 1900 to the 1950's when the city resembled a "free port town", the second between the 1960's and 70's when it became an "entrepot port city", the third spanning the 1980's and 90's with Dubai making its place in the international economy as a "regional transshipment hub" and the last from the 2000's until the present day where it has diversified into a logistics hub (Akhavan, 2016). These developments in the city have been aided substantially by the government system in Dubai that is known for its quick decision making and little red tape. As one



Dubai, UAE circa. 1970



emirate within the larger United Arab Emirates, Dubai is an absolute monarchy headed by the Al Maktoum family. The government structure of the city is such that it consists of two major bodies; the Executive Council and the Dubai Municipality. The former is headed by the Crown Prince of Dubai and is the primary decision-making body which creates policy for itself under the leadership of the Ruler and engages in ensuring the execution and creation of federal laws. The yearly budget is also presented by the council and development plans are supported and implemented by it. The coordination, development and organisation of government departments is supervised by the Council in the aim of creating a more unified approach to governance. (The Executive Council, 2015). The Dubai Municipality includes thirty-four different departments concerning the broad themes of communications, environment, public health, general services, corporate sector and planning. The DM employs close to 11,000 people making it one of the largest government institutions in the emirate. (Dubai Municipality, 2018)

DEVELOPMENT OF PORT CITIES - BRIEF CASE STUDIES

STUDY IV - COIMBATORE, INDIA

Coimbatore is a medium sized Indian city, located strategically at the juncture of the three southern Indian states of Kerala, Karnataka and Tamil Nadu. The city also acts as a nerve centre for the north-western districts of Tamil Nadu and the northern districts of the state of Kerala. (Srinivasan, 2016) In 2011, Coimbatore's population had reached a total of 3.4 million, making it a medium sized city by Indian standards with a local market dominated by IT, textiles and auto components with a comparative regional upper hand in the field of education as well.

(MSME Development Institute, 2016)



STUDY V - CYBERJAYA, MALAYSIA

Cyberjaya is a new smart city in Malaysia located 40 km south of the capital Kuala Lumpur and west of Putrajaya, the federal administrative center of the country. Cyberjaya is part of the Multimedia Super Corridor in Malaysia which was inaugurated in 1997 by Mahathir Mohammad. It was aimed at empowering Malaysia to become a competitive force within the global knowledge economy. Specifically, the MSC project embodies a major aim of the state

to create a structured community in one of the MSC's "intelligent cities," namely, Cyberjaya. The way it was envisioned to most efficiently achieve this was through a hierarchical approach of intermeshing state of the art ICT facilities and urban infrastructure with the aim of attracting skilled professionals and experts in a broad range of fields such as engineering and ICT to work and live in the city.



STUDY VI - KING ABDULLAH ECONOMIC CITY

The King Abdullah Economic City, Kingdom of Saudi Arabia is a city currently under construction and hence no value judgement as yet can be made as to its success or failure, however the framework along which it is being made can be used for reference in our study on Gwadar.

KAEC is one of four new economic cities being constructed within Saudi Arabia with the clear aim of shifting focus away from oil led growth towards other industries such as IT. Saudi Arabia's model for creating new economic cities has manifested itself in the form of public-private partnerships where the government plays the role of a regulator, facilitator and promoter whereas the primary capital provider, land owner and developer is the private sector. The primary objectives behind the new economic cities including KAEC are to improve the competitiveness of the Saudi economy, create employment, enhance the skill levels of the local workforce, develop different regions and diversify the economy. (SAGIA) The city has been envisioned to bring new 38 industries and create clusters by meeting latent demand within the country e.g. that of pharmaceuticals 80% of which used in Saudi Arabia are imported. One major cluster within the new city hence, is that of the pharmaceutical industry. (Rasheed, 2016)

Information & figures quoted from organisations mentioned above and the report titled "The institutional and urban design of Gwadar City / May 2019/ C-37422-PAK-1.



King Abdullah Economic City (KAEC), Kingdom of Saudi Arabia



"We will always support Pakistan. I remember the time when China was all alone in the world and Pakistan supported us."

"Pakistan has the economic capability to transform into the next 'Asian Tiger'."

PRESIDENT XI JINPING
Republic of China



"In many ways, the initiative serves as a blueprint for how China wants to further connect itself into the global economy and strengthen its influence in the region. The initiative has added fresh impetus to China and the rest of the world to promote regional cooperation and presented numerous opportunities for foreign and Chinese companies to be involved. It is a driver for long term growth and expansion as well as corporate profitability. Therefore, strategically, companies need to be involved at an early stage to reap the long term benefits.

FRANK LYN
Markets Leader
PwC China and Hong Kong

GWADAR

ILLUSTRATED MASTERPLAN



AKARA NATIONAL PARK

JARZAN

IRAN (80 KM)

MAKRAN COASTAL HIGHWAY

AKARA LAKE

ZERO POINT GWADAR

GWADAR RAILWAY

INDUSTRIAL DEVELOPMENT ZONE

KASHGAR, XINJIANG CHINA (2200 KM)

CANTONMENT AREA

NEW INTERNATIONAL AIRPORT

KARACHI (650 KM)

MAKRAN COASTAL HIGHWAY

UNIVERSITY EDUCATIONAL FACILITIES

MARZIA CITY

GOVERNMENT OFFICES

GOLDEN LAKE GWADAR

GWADAR TOURISM DISTRICT

NAVAL HOUSING SCHEME

LOW COST HOUSING SCHEME

HACCA CITY

INDUSTRIAL DEVELOPMENT ZONE

FISHING ZONE

KALMA INDUSTRIAL ZONE

KOH-E-MEDHI

GWADAR FREEZONE

FINANCE TRADE & BUSINESS AVENUE STOCK EXCHANGE

GWADAR INTERNATIONAL AIRPORT

CARGO CITY

WATER SPORTS

MASTERPLAN 2019 PHASE I DEVELOPMENT ZONE

PROVINCIAL GOVT. HOUSES

GWADAR TOURISM DISTRICT

DOWNTOWN

COMMERCIAL HIGH RISE

GOLDEN PALMS

NEW WORLD CITY

NEW TOWN HOUSING SCHEME

GWADAR INTERNATIONAL AIRPORT

MASTERPLAN 2019 PHASE I DEVELOPMENT ZONE

WEST BAY GWADAR (PADI ZARR)

EAST BAY GWADAR (DAMI ZARR)

PISHUKAN

GWADAR WEST BAY BEACH

KOH-E-BATIL

PORT OF GWADAR

DEEP SEA PORT

ARABIAN SEA

KUWAIT (1700 KM)

DOHA, QATAR (1250 KM)

DUBAI, UAE (950 KM)

MUSCAT, OMAN (520 KM)

ONE OF THE MOST EXCLUSIVE LOCATION IN GWADAR



AZM Developers is the Mastermind behind one of the best located housing schemes in Gwadar's **Phase One development Zone**. GOLDEN LAKE is beautifully placed in the tourist and leisure district of Gwadar City, surrounded by golf courses, beautiful landscaped parks, mosques, educational institutions as well as indoor and outdoor water sports facilities. The development offers residential and commercial land, carefully planned around community living & smart spaces.



Golden Lake is positioned next to canals and breathtaking beaches with entertainment and leisure facilities nearby with views overlooking high rise buildings and the planned Gwadar Star. **AZM Developers are registered with Federal Government of Pakistan, Federal Board of Revenue and Gwadar Development Authority (GDA)** and we are in the prime position to offer you a great investment opportunity.

Golden Lake is a premium project targeted at those seeking a quiet exquisite home within a bustling city.

The development process and ongoing maintenance of the scheme aims to employ the local workforce of Gwadar so we can help them with a secure way to earn their livelihood.



FEATURES OF GOLDEN LAKE GWADAR

Golden Lake is located in the middle of West Bay. Facing both sides of GDA 300 ft structure road, Kahan Avenue less than 1 km away from the pristine inviting beach of Arabian Sea and walking distance from high-rise commercial, shopping and entertainment areas.

Golden Lake is about 800m from Padizar Avenue and Marine Drive. Close to Inland Water Sports Park (creek) and Beach Golf Course.



GOLDEN LAKE PROVIDES A POLLUTION FREE ENVIRONMENT WITH SEVERAL ON-SITE FACILITIES INCLUDING:

- Underground Electrification
- Hydraulic Sewerage
- 24 Hours Filtered Water Supply.
- Mosque
- School
- Medical Centre
- Community Centre
- Health club
- Shopping Mall
- Playgrounds
- CCTV Monitoring
- Restaurants & Banquets

KEY BENEFITS OF GOLDEN LAKE

GWADAR
PHASE ONE
DEVELOPMENT ZONE



NEXT TO
GOLF COURSE



CLOSE TO
GWADAR STAR



CLOSE TO
BUSINESS DISTRICT



PART OF
GWADAR SMART CITY



SURROUNDED BY
PARKS & GREEN LAND



CLOSE TO
GWADAR COASTGUARD





INLAND WATER SPORTS



COMMERCIAL HIGH RISE



PLOT SIZE INDEX

- 
5 MARLA
 125 SQ. YARDS
- 
10 MARLA
 250 SQ. YARDS
- 
16 MARLA
 400 SQ. YARDS
- 
1 KANAL
 500 SQ. YARDS



WATER SPORTS

OWNING LAND IN GOLDEN LAKE



BOOKING PROCESS

Owning land in Golden Lake is easy with very low monthly repayments spread over 3 years. Over this period you should see your investment grow at a steady rate.

WHAT IS NEEDED?

We require the following documents from the **buyer and nominee** to complete your application.

- 1  2 PASSPORT SIZE PHOTOGRAPHS
- 2  COPIES OF NIC OR PASSPORT
- 3  COMPLETED / SIGNED APPLICATION FORM
- 4  BOOKING DEPOSIT

WHAT HAPPENS NEXT?

Once all documents and deposits are provided, Purudent Property Investments will verify all documents, get them signed, thumb-printed and submit to AZM Developers to form a land sale agreement.

AZM Developers will provide the buyer(s) within 10 working days, a land sale agreement file in form of the below documents;

- ORIGINAL BOOKING FORMS SIGNED BY THE CEO OF AZM DEVELOPERS
- RECEIPTS OF ALL PAYMENTS MADE.
- DETAILED INSTALMENT PLAN.
- THE GOLDEN LAKE LAYOUT PLAN WITH SPECIFIC PLOTS MARKED.
- PRICE LIST
- A GUIDE ON DEVELOPING YOUR LAND WITH ESTIMATED COSTS.

PAYMENT STRUCTURE

PERCENTAGE OF PAYMENT	BREAKDOWN
25%	INITIAL DEPOSIT *
1.5%	30 EQUAL MONTHLY PAYMENTS
5%	6 INTERMITTENT PAYMENTS

Any booking deposits paid will be assigned to your Initial deposit*. £125 non refundable processing fees applicable on all bookings.

3 YEAR INTEREST FREE REPAYMENT PLAN



DEVELOPING ON YOUR LAND

With all the details in place, the final step is construction. The excitement level is high at this point. AZM Developers have been land owners in Gwadar since the last 30 years and have worked alongside Gwadar Development Authority building regulations & guidelines, providing invaluable services in planning & construction. We will work with you through the initial planning and design stages for your project and generate initial budget projections. We will work with you through the development stages to ensure completion deadlines are met with unparalleled construction quality and workmanship.

GROWTH PROJECTIONS

Steady growth in value of land is projected over the foreseeable future as development of the city gains pace in accordance with the 2019 Gwadar Masterplan Over 700,000 professionals expected in Gwadar by 2030, leading to a increased housing demand which will drive prices up. Prices of approved residential construction land within the Phase One of Gwadar's masterplan are expected to rise at a rapid rate in comparison to secondary phases on the masterplan.

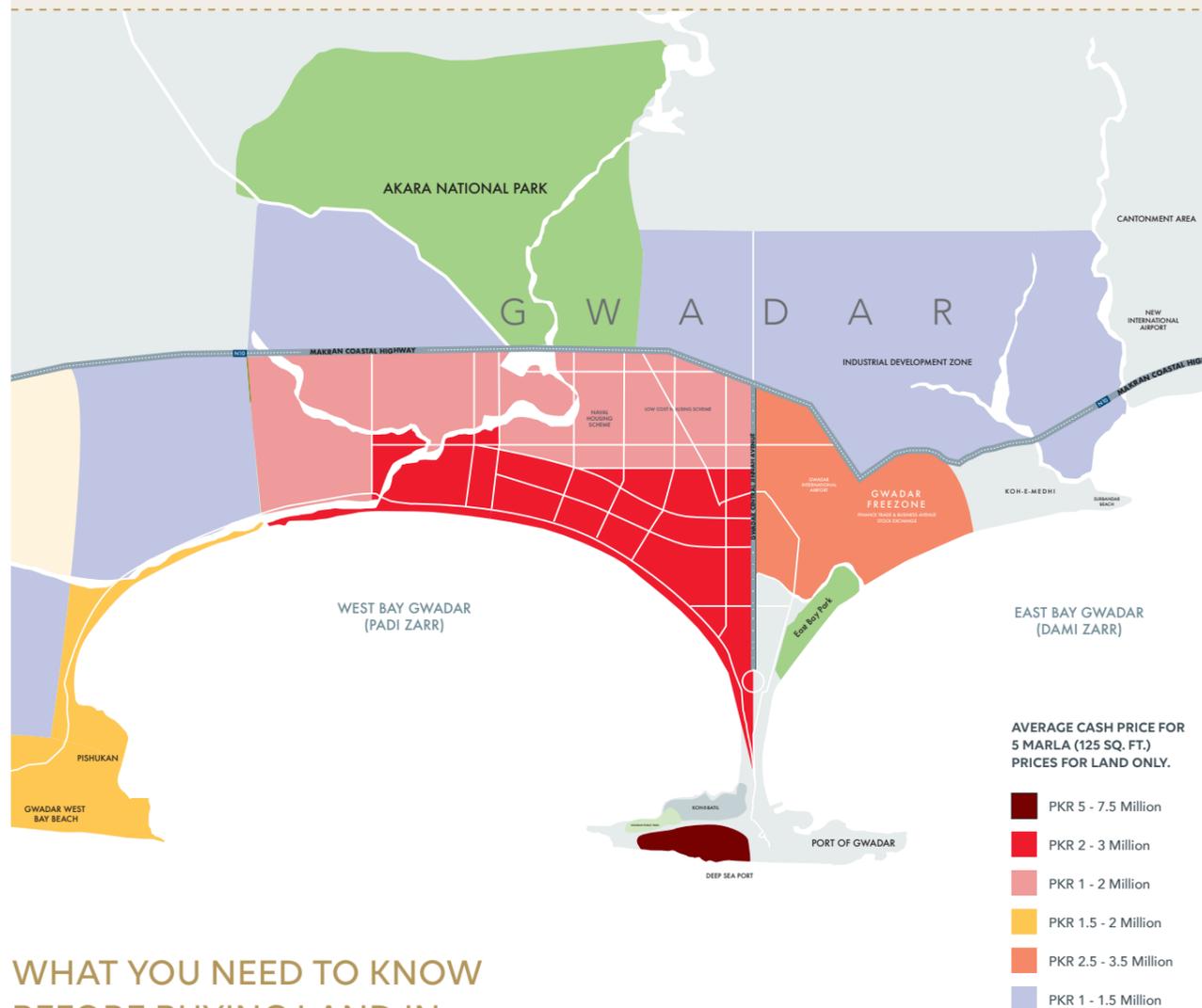
5 YEAR GOLDEN LAKE ESTIMATED APPRECIATION

5 year projections for residential land with further development based on 125 SQ. YARDS within the Golden Lake development.

125 SQ. YARDS (5 MARLA) PLOT	
WITH CONSTRUCTION OF 3 BED VILLA	
125 SQ. YARDS PLOT	£8,400
INFRASTRUCTURE COST	£1260
VILLA CONSTRUCTION (Based on approximate construction cost on 125 SQ. YDS.	£22,000
ESTIMATED INVESTMENT	£31,660
ESTIMATED VALUE BY 2025	£66,480
RETURN ON INVESTMENT	210%

* Infrastructure costs : Rs.5000 / SQ. YRD
 **The above calculation doesn't take into account any rental income which could greatly impact the ROI. Projections are only for illustration purposes and are based on previous performance assessments. Like any investment, prices of properties can go down as well as up. Prices quoted below for September 2019. Converted from PKR to GBP.

GWADAR LAND PRICE COMPARISON MAP



WHAT YOU NEED TO KNOW BEFORE BUYING LAND IN GWADAR

PROTECTING YOUR INTEREST

WHO IS GDA?

Gwadar Development Authority (GDA) is committed to developing Gwadar town as one of the Modern cities of the Pakistan. As there is not a single piece of land owned by the Government, so Gwadar Development Authority is only a regulatory body responsible for all matters related to land.

Main functions of the GDA include regulation of Land use and implement plans drawn out in relation to development. GDA also Monitor

public and private development schemes/project regularly till completion and provide the public facilities mentioned in the Master Plan.

In regards to a GDA approved housing scheme, Gwadar Development Authority is the guarantor in all aspects including protection of ownership and future development.

BUYING PLOTS WITHIN A DEVELOPMENT

Its important to consider the following when purchasing land from a development scheme;

- The Housing scheme must have a valid NOC which can be verified from the official website of Gwadar Development Authority (GDA).
- Confirming if it is in the limits of the new Masterplan 2019, which is prepared till 2050.
- Consider location of the Housing Scheme and if it is connected to any one of the major roads of Gwadar.
- We would advise purchase of land initially within phase 1 development zone of Gwadar

IDENTIFYING A GENUINE HOUSING SCHEME / DEVELOPER

The easiest way to identify a genuine housing scheme / developer (land ownership) is through the official website of Gwadar Development Authority (GDA). The Housing scheme must have a verifiable valid No Objection Certificate (NOC). Ensure that your purchase agreement is with the company mentioned on the NOC and you have confirmation of the exact plot of land you will be buying.

WHAT ARE DEVELOPMENT CHARGES?

Development charges are one-time fees imposed by lower and/or upper tier municipalities on land developers, home builders and institutions when they develop or build upon an area of land. The fees are intended to offset the cost of increased municipal services and infrastructure required due to population growth within the municipality, resulting from new development.

The municipality can use development charges to pay for 'hard services' such as water, waste management or roads, and 'soft services' such as recreation centres, libraries or parks.

TAX IMPLICATIONS:

The ongoing growth initiative for Gwadar by local and central government includes very low or no tax covering most aspects of property sale. Currently, no tax due on new allotment sales with a nominal fee applicable on resale which is yet to be announced.



PRUDENT PROPERTY INVESTMENTS



Prudent Property Investments Offers unique property investment opportunities across the globe. Our extensive relationship with reputable developers means that we can offer you the ideal property to suit your needs at very competitive rates. We are dynamic and forward-thinking, marketing renowned developments that provide distinctive and enriching lifestyles.

Prudent Properties has established a clear understanding of the needs of our clients and innovatively respond to their real estate investment and lifestyle needs.

We offer properties to buy with a view to maximise returns through the investment period. Our internal tax advisory team are available to answer any questions and advise you on investing prudently.

Our commitment to excellence is evident in our approach to customer service, where we deliver a seamless service experience from property selection through sales, handover, and property management.

Present investors with properties with potential growth opportunities globally.

Build relationships with reputable developers

Organise property sales for off-plan and completed projects

Provide clients with regular updates on project progression

Post-sales support



A DEVELOPMENT OF:



DESIGN & LAYOUT



FINANCIAL DATA



WRITTEN & COMPILED BY:



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Published by:



gwadarinvestmentguide.com