

Socio-Economic Impact of Karakoram Highway on People's Life (A case study of Aliyabad-Hunza Gilgit, Pakistan)

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Abstract

This document contains the research of Karakoram Highway which is an international highway and being researched enormously, but this research covers the socio-economic impacts of this highway. This research investigates the information about old Karakoram highway, the perception of the local people. Changes in life pattern of people that evolved after Karakoram highway are investigated. The changing patterns in social life of people like communication pattern, transportation, marriage pattern etc. are also investigated. The changes in economic patterns are found like exports of goods, job opportunities, tourism etc. along with the previous subsistence sphere to the current. The changes that are inculcated in their indigenous culture, were necessity with respect to time. The other factors like people's encounter to other cultures got boost up, education system, technological advancement etc. are being added to this society. They learned the technicalities and skilled labour techniques after the formation of Karakoram Highway like people came to know about life saving drugs and got access to medical facilities which have saved many lives. Other factors which are negatively affecting Pakistan's economy are terrorism, formation of Atta Bad Lake. Sectarian violence is one of the other factors which diminished the tourism local as well as internationally. Drugs and arms are also being transported to this province which in turn destabilizes society. One of the fact was found that its construction was not up to the mark most of the local people were not satisfied with its construction.

Keywords: Kkh, Socio-economic, GDP, FWO.etc.

1. Introduction

Road and Highways are a good mode of communication. It makes people to communicate for social, economic and other exchanges. Before roads and highways people travel through mountains, rocks and messy routes but roads made it easy for people. Karakoram Highway is amongst longest international roads. It was built with the Pak-China collaboration. Most of the road is overshadowed by towering barren mountains and a high-altitude desert that enjoys less than 100 millimetres of rain a year. Indus River flows through the Karakoram Highway for over 200 kilometres. Here KKH together with the Indus divides the mountain ranges of Himalayas and Karakoram Range and winds around the foot of Nanga Parbat, (one of the tallest peaks of the world). This road starts from China to Pakistan hence known as Silk Route. This road was built in 1979 and public got access to it in 1986. This highway is known as the highest paved international road in the world. About 810 Pakistanis and about 200 Chinese workers lost their lives, mostly in landslides and falls, while building the highway.

The Chinese workers who died during the construction are buried in the Chinese cemetery in Gilgit. The route of the KKH traces one of the many paths of the ancient Road. The road was constructed by FWO (Frontier work organization) Pakistan Army Corps on Engineering. (Hunza Time)

In the recent years through highway Gilgit has become an adventure tourism spot. It was declared as the third best tourist place in Pakistan. The road has given mountaineers and cyclists an easy access to mountains, lakes, glaciers. This highway gives access to Gilgit and Skardu from Islamabad, Peshawar etc. The Gilgit-Baltistan Administration of Pakistan and the Xinjiang Administration of China have signed an agreement to issue border passes to their permanent residents. This pass is valid for a calendar year and is used to travel through Khunjerab Pass only.

Karakoram is known as back-bone of Gilgit-Baltistan. Karakoram highway is the route which is used for trade of fruits, dry fruits, vegetables, clothes, and sugarcane. Imported goods include electronics, tools, daily utilities, toiletries, domestic products, eatables, cosmetics, machinery pottery etc. Karakoram highway connects different cities of Pakistan to Gilgi-Balitistan and to China. This in turns strengthens social relations along with

economic, political, religious etc. The most important factor is tourism which makes people a platform for recreation and good hospitable environment.

Silk and species travelled from China and India to the West on the Silk Route, an essential route for trade in Central Asia. This is now the Karakoram Highway (KKH), and links Islamabad to China's legendary city of Kashgar. This road is 1300 km long and has opened up an ancient world for the curious traveller. This highway, which opened in 1986, took over twenty years to complete and cost both Pakistan and China over a thousand lives in the process.

The Karakoram can be traced from the Ishkoman River and along Pakistan's border with China into India. On the west of the Karakoram is the Hindukush and on the east the Himalayas. The most number of peaks over 7,000 meters can be found here – all situated in South and Central Asia. Among them, the ever famous and ever inspiring K2. This is not only the second highest peak in the world, but also the most feared.

Pakistan's trekking areas are in the NWFP (North West Frontier Province) and the Northern Areas of the country. Chitral is NWFP's main trekking area while the Northern areas have Ghizar, Gilgit, Diamir, Skardu, and Ghanche. The Karakorums offers the highest peaks, rolling valleys, and the world's biggest glaciers outside of the poles. These ranges are tough and demand the most out of the traveller. Trekking here requires survival instincts, self-reliance, and ability to work with others, and above all a great deal of fitness, even more so than the Himalayas.

It is amazing that a kind of a fabric i.e. silk has played a vital role in the history of world. Its trade became the link between the East and West around 100 BC. Through land route, which lasted until the 15th century, when ships were invented and travelling through the sea became possible. Traders used to export and sell several exotic products but Silk was the most important thus giving its name to the whole route, which is still remembered as The Silk Route and much of which has survived even to this day. The original track started from Xian in China and skirting Gobi Desert to Dunhuang, where it leads to two destinations; via Taklamakan Desert to Kashgar and through Yarkand to Kashgar. From Kashgar it bifurcated in different directions to Samarkand in Central Asia crossing the Pamirs and to the sub-continent crossing savage Karakoram Mountains. As it became popular, the route was used by the invaders, raiders, explorers, hunters, missionaries and philosophers as well. Buddhism, Islam and Christianity came to this region through the Silk Route. After a long interval of centuries, in 1966, Pakistan and China had an agreement to construct a road for mutual benefits. Though the new route does not follow exactly the old route but the track follows mostly the same region so it can be said as the relive of the old Silk Route.

The Silk Route once connected famous landmarks, which are now lost to time, however many are still existent and KKH offers the opportunity to visit these sites to capture some of the magic of old times as historical figures

like Alexander the Great, Marco Polo, Genghis Khan and Timarlane were all familiar with this legendary Silk Route. After the independence of Central Asian states, this splendid region is open for general tourists without unnecessary formalities and restrictions. The great Silk Route oases of Uzbekistan are more accessible than ever and a journey in this region is not mere travel, but in fact, exploration. From the legendary place, Kashgar, one may select his route either to China or to Central Asian States. The Silk Route and Karakoram Highway are one of the most popular routes in the world among epic travellers, which can be made while sitting in a temperature controlled vehicle winding through the scenic and changing vistas. Here is a complete program but you are free to select your priority destination

1.1 Statement of the problem

This research will find the Karakoram Highway's contribution to economic activity in Pakistan. That how much this highway is generating economic activity through trade, exchange, business, import and export? This study also investigates that how the communication patterns of people are altered by Karakoram Highway. This study investigates the outcomes of these interventions and the perception and also the response of the local community towards these interventions. The research will also focus on the results and effects of these interventions and will address to the following questions. What necessary measures are taken by Government for the maintenance of Karakoram Highway and what changes occurs due to these interventions?

1.2 Objectives

- To know the contribution of Karakoram highway in economic activity of Pakistan through tourism and trade.
- To investigate how the communication patterns are changed.
- To investigate their perception and social changes brought by Karakoram Highway.

1.3 Significance of the Study

This study will add new data regarding Karakoram highway at current situation. This research will provide information about social and economic changes brought with this highway. Research also focuses in the steps taken by Government to take care of this highway. Many researches are carried on the highways and roads but this research will also incorporate the perception of people about this highway that how it changed their working, communication patterns, their social life and contribution in GDP (Gross domestic product).

2. Literature review

2.1 According to Kreutzmann the opening up of regions in the high mountains for motorized traffic has led worldwide to consequences concerning the penetration of these formerly remote areas. Not only have running-times and means of transport been reduced through the modern routes, but also radical developments in the mountains have been induced. In this context physio-geographical and socio-political frame conditions (Ravenhill, 2005) (Paige, 2000) are of predominant importance for the installation of functional communication systems. Especially in the high mountain regions of Asia relief, snow-covers in passes, glacial movements, earthquakes, water level fluctuations of rivers at fords and limited possibilities of fuel, fodder and foodstuff supplies all restrict the chances for the development of major trade routes. Yet, more important were the security of the routes and the struggles for power in the mountains over slave trade and exchange possibilities for certain products which influenced the flowering and decay of the famous Silk Road". (Kreutzmann, 1991)

Kreutzmann in his article addresses the importance of roads in the modern socio-economic perspective and the coziness of the people brought by the roads in the far away and sparse populations. Roads are the major sources for those people who are settled on the mountain ranges and far from the urban areas. It is very important for such people to get connected with the city life because now we have interred such an era where we are dependent on one another unless and until we rely upon others we cannot survive in isolation. Likewise same is the case of Karakoram highway which links with Famous Silk Road and connects Gilgit Pakistan with Xinjiang China. The traders use this road to approach the markets of both the Pakistan and as well as China.

2.2 "Similarly, in 1912, the U.S. Senate defeated a good-roads bill aimed at improving the country's roads. Four years later, however, the Federal-Aid Road Act of 1916 established a federal-aid highway program with a 50-50 federal-state matching share.² then, in 1930, the U.S. government introduced the Unemployment Relief Act. This act was intended to fight the high unemployment that arose from the 1929 Depression by spending on public works, including road construction. The 1930 act was followed by many other relief acts that contributed largely to highway construction between 1930 and 1937. During the 1930s, Ottawa also participated, on a 50-50 basis with the provinces, in projects to help relieve unemployment; in particular, Canada's federal government funded the provinces for building a highway that would permit Canadians to "traverse the Dominion without entering United States territory." More than Canadian \$19 million of federal funds were allocated to highway construction during 1930-1937. Unlike Canada, the U.S. government diverted funds from the federal-aid highway program to other projects that could help reduce the high

unemployment more quickly during the Great Depression". (Vaillancourt, 2002)

Vaillancourt in his article in 2002 mention a bill passed in the American parliament for building new roads and highways. It was a plan to cope with the high number of unemployment in the country. When the high ways were built the people got many chances to be engaged in earning a livelihood.

Same was the case with Canadians; they started building a highway that would traverse the Dominion without entering the United States. The Karakoram highway keeps such an history like those which not only connects two cities yet two major countries of the Asian continent. Millions of people travel on either sides and enjoy an easy transportation system.

2.3 "In a deterministic fashion, Semple (1911:521) argued that "the important characteristic of plains is their power to facilitate every phase of historical movement; that of mountains is their power to retard, arrest, or deflect it." Although the Alps are the highest mountain range in Europe and have in the past tended to be a hindrance to transportation, they have never been an insurmountable barrier. Valleys and passes dissect the alpine relief and facilitate contacts and communications". (Stadel, 1993)

Stadel in his article on European mountains stresses that the mountains one time were the biggest hurdle on the way of proper and continuous communication and transportation. There was time when no car or any other vehicle could travel the dangerous mountains of Gilgit and Karakoram Range. People had to hike the mountains and travel on donkeys and horses but the highway now has made it easy for every individual to travel hundreds of miles within hours.

But whereas the constraints of relief and climate have been largely overcome by technological innovation in recent times, political and economic obstacles inhibit the flow of goods and people. As the alpine region is located in the center of a densely populated and economically dynamic Europe, transportation within the Alps is greatly affected by extra-alpine economic core regions and developments. Large urban agglomerations such as Munich, Zurich, Lyon, and Milan are the major source areas for alpine transit traffic; estimates indicate that the Alps are crossed by about 60 million people per year, 80 percent of them by road, 12 percent by rail, and 8 percent by airplane". (Stadel, 1993)

Further Stadel was of the view that the highways have brought many economic benefits to people of Europe and as well as to the countries existing European continent. The Karakoram highway has brought such chances to the people of Gilgit and china. It has reduced the obstacles on way of communication and transportation and quickens the flow of goods.

2.4 "The Dwight D. Eisenhower National System of Interstate and Defense Highways was an innovation that changed America. The highway system, the greatest public

works project in American history, made travel faster, easier, and safer. However, there were serious negative effects of the highways; they hindered the growth of cities, destroyed neighborhoods, and hurt the environment. As historian Evan Bennett asked, were they "highways to heaven or roads to ruin?" (Bennett 451). The ground-breaking Interstate Highway System had elements of both. After 1903, when Henry Ford put the automobile on the market, America needed new roads. In the early 1900s, the Office of Road Inquiry estimated that only 12% of roads in the United States were paved. The majority were dirt or mud, so cars rarely exceeded 25 miles per hour. Urged by lobbyists, state and local governments decided that a better road system was needed". (Blas, 2010)

Blas has discussed that the highways have made the travel faster, easier and safer for the people of America. They now can easily travel from one state to the other carrying their goods to the markets. He also motioned that we can keep the environment clean by building highway because when we run the vehicles on unpaved roads, the dust that rises from the roads can be effective on the health of the people living near that road.

2.5 "The standardization of highways made roads less dangerous, improving the quality of life. Commuting and long-distance travel were made easier and safer (Frissell 2, Rohatyn 218). The fatality rate on interstate highways was lower than on other roads (Siggerud 9-12). Over fifty years, the Road Information Project estimated that the interstates had saved about 234,000 lives (Copeland 7A). As automobile travel became easier, other forms of transportation declined. In the 1920s, 70 percent of travel between cities was by railroads. By 1966, passenger travel between cities fell to less than two percent. Many railroad companies had to merge and some went out of business ("Railroads' Role"). Nevertheless, an immediate impact of the Interstate Highway System was growth in the economy ("Highways Change the Face of America"). By 1960, the average speed of cars on highways increased to 52.6 miles per hour. As a result, goods could be shipped longer distances, expanding market area for farms (Census 718). Manufacturing could be moved to cheaper locales, thus reducing costs and increasing profits. From 1956 to 2006, the trucking industry increased fifteen-fold. Data from 2006 indicate that \$8.4 trillion in goods were shipped via the interstates that year (Copeland 7A). Most of the goods used in daily life today have travelled the interstates ("Celebrating" 55-66). Overall, the Interstates contributed greatly to economic growth in the United States in the late twentieth century". (Blas, 2010)

Further he said that the highways have improved the quality of life. When the roads are in bad condition it not easy to travel on them there would be more chances of accidents. The sever weathers also destroy the roads when they are not paved and if they are not wide open. Since the Karakoram highway has been mad the death rate has lessen from the accidents which occurred in the mountains through which Karakoram lies. And it has made it possible

for the people of Gilgit, Hunza and rest of others to benefit the most from this highway as they have opened hotels and restaurants on the road side for the travelers. The Northern territories of Pakistan are best known for their beauty and they have the attention of the tourists worldwide. And tourism there has been made possible by the Karakoram highway.

2.6 "According to John Ravenhill, economic cooperation in regions is sought for political as well as economic ends. The political ends include restoring confidence among member states, enhancing security against common threats and addressing non-traditional security threats like environmental damage, illegal migration terrorism etc. So far as economic objectives are concerned, regionalism provides continued protection of those sectors that could not survive in global competition. Regional blocks also create a greater market, which attracts foreign direct investment. Another economic advantage is that it provides opportunity for deeper integration involving issues like domestic competition, intellectual property rights or labor standards etc. (Ravenhill, 2005)

He is of the view that region is the reason for social, economic and political gain and Karakoram Highway is the main platform to connect these two countries. This highway gave chance to co-operate with each other. This is how a road can be very useful way to develop good foreign relations. These countries provided a chance to move frequently across the border. Regional share a great chance to investment and import & export to both countries like many products in Gilgit market are Chinese and vice versa. Many Chinese labors are working in Gilgit-Baltistan and many Pakistanis are working in China as skilled labor, students etc.

2.7 "Sheila Page is of the view that political or social sympathy may be greater among those who are near each other than among those who are at more distant. As the distance and size increase and economic contact decrease, there is a decline in benefits of liberalization. Therefore in global based liberalization more industries are affected at home and more political interests have to be reconciled abroad. Importance of regionalism in the view of Horst Siebert is that in regional cooperation trade among member countries increase- due to abolishing tariffs- as compared to non-members because their competitive value decreases when they face tariff barriers. (Paige, 2000)

In this review the writer is of the view that regions create a great economic bonding and wave off many factors like tariffs and market competition. It shut downs the price of different products. This is the main reason that the strategic position of Pakistan is very important like being a neighbor of nuclear power. Regionalism provides to trade and exchange of skilled labor. This is something natural that builds a relation of neighbors because of short distance and sharing a border line. Developing countries

tries to have good foreign relations so that they could survive and flourish in this World that's why Pakistan is trying to stabilize relations with neighboring countries especially with China.

2.8 "If KKH is upgraded according to international standard, Pakistan will become a trade centre of this region. Both Kazakhstan and Kyrgystan have immense reserves of mineral resources. Kyrgystan is rich in coal, oil, gas, rare metal deposits, agricultural resources, sheep breeding, grain crops, technical crops, etc; while Kazakhstan has the vast deposits of crude petroleum, natural gasses, zink, lint, crome, iron ore, gold, silver, copper, magnesium, uranium, thorium and radium (real metals).⁴¹ According to the IMF estimation Kazakhstan has the second largest unexploited oil reserves of the former Soviet Union, which is equal to Kuwait's reserves, and 9% of the total gold reserves which is equal to Saudi Arabian total reserves of gold. Moreover, it has 90% of the total chrome reserves of former Soviet Union, 50% of total zinc reserves, 50% of total copper, iron ore and wolframe reserves, 19% of total coal reserves of the former Soviet Union. More than half of agricultural land of the Commonwealth of Independent States (CIS) is a part of this state in which 80% land comprises cotton growing area.⁴²" (Ahmar, 1994)

In this piece of study writer tells us that if Pakistan upgrades the Karakoram Highway to international standards it will be more effective and efficient useful for international trade lie with Kazakhstan and Kyrgyzstan. It will also add to good foreign relations and great economic exchange. Pakistan shares border with China and Kazakhstan & Kyrgyzstan are situated and across the axis of China which means that Karakoram Highway can be taken up to Kazakhstan & Kyrgyzstan, from where Pakistan can import can coal, oil, gas, metal deposits, sheep breeding and crude petroleum, natural gasses, zinc, lint, chrome, iron ore, gold, silver, copper, magnesium, uranium, thorium and radium (real metals).

According to the IMF estimation Kazakhstan has the second largest unexploited oil reserves of the former Soviet Union, which is equal to Kuwait's reserves and 9% of the total gold reserves which is equal to Saudi Arabian total reserves of gold. If these countries deploy oil, will add a great number to economic activity. This is how these countries can create a monopoly in oil production. Pakistan can import oil from Kazakhstan and Kyrgyzstan via China, which would shut down oil price not only to domestic usage rather at International market.

2.9 Creemers and Reezigt (2005) argue, "Schools do not change if the people within the schools, particularly the teaching staff, do not change" (p. 365). Fullan (1991) concurs, "In the final analysis it is the action of the individuals that counts" (p. 77). Calderhead's (2001) extensive review of the literature on international experience of teaching reform led him to conclude: "If educational reform is to be systematically and effectively

managed, the roles of teachers need to be fully recognized and incorporated into the reform process" (p. 797). (Calderhead, 2001) (Reezigt, 2005) (Fullan, 1991)

Recently, the processes of school improvement and educational change have attracted much attention from researchers and educators around the world, particularly those in developed countries. The school improvement models, frameworks and approaches, and the educational change theories that have emerged from these studies, tend to emphasize the centrality of teachers in initiating, managing and sustaining educational change and school improvement. Karakoram highway gave a chance to get educated and made easier for people to come from other areas to teach in Gilgit-Baltistan.

2.10 "The Peshawar basin was a vital trading center because of its strategic location adjacent to the Karakoram and Khyber passes crucial to the India-China trade. The major urban and Buddhist centers of Taxila were constructed near the mouth of the Hunza valley (sic), which provides access to the Karakoram pass (sic). As long as the Karakoram route was the main transit point (sic) into and out of south Asia, the economy in the Peshawar basin probably thrived, and many Buddhist monasteries and sacred areas were built".

In this chunk of study researcher is declaring the historical importance of Karakoram Highway, that how this road elevated the economic activity and other areas of Pakistan. This highway has a significance not only at present but in past as well. This route was used by ancient rulers and other invader.

3. Methodology

Research methodology was a way to systematically solve the research problems. Many other disciplines deal with humanity but anthropology's special role among the many disciplines concerned with people lies in its unique combination of holistic, historical and comparative methods.

"Methodology is the logic which use in any research project where by raw empirical observation are assembled and transformed into successively more abstract descriptive and analytical statement."

The researcher has used the following methods and techniques during my field research to collect data. These methods are;

3.1 Rapport Building

Rapport establishment is very important in anthropological research method because this method provides key to use other method such as interview and it also provides chances to get the epic ideas of the natives. Rapport establishment was also necessary for the utilization of participant observation. When researcher became familiar with alien community, it was very useful and easy for me to see in their shoes.

It was the most important and concentrated area of research. It took around two weeks for prepare the ground for in-depth interviews and discussions. The security dilemma in the province added to the non-cooperation of respondents.

Establishing rapport in Hunza was not easy because researcher had no past experience with the inhabitants of Hunza, which was why firstly they were not comfortable to allow me for conducting research.

3.2 Observation

Observation is an activity of living beings, such as a human, consisting of receiving knowledge of the outside world through the senses, or the recording of data using scientific instruments. The term refers to any data collected during this activity. In our daily routine life observation is the commonly general phenomena; people observe others' activities their emotional actions, understanding ability built through observation.

As for the requirement of this research used different types on different occasions according to the situation. But most of the time researcher remained as participant observer, the switch over from one type of observation to another was carried out as per the requirement of the situations. Like sometime at school, market, houses, hotels, offices etc.

3.2.1 Participant Observation: According to Russell: Participant observation, or ethnographic field work, is the foundation of cultural anthropology. It involves getting close to people and making them feel comfortable enough with your presence so that you can observe and record information about their lives.

To have in depth understanding of the socio-economic impacts of Karakoram Highway, researcher stayed, observed in Hunza, Nasiarbad, Aliyabad, Karimabad, to collect knowledge by living in between people and their community.

3.3 Key Informants

My Key informants was the manager of Hunza View Hotel named as (Zakir Hussain) whom selected for exchange of ideas and conversation in order to develop better insight into the native viewpoint. He was well informed and had sufficient knowledge about the hotel industry and Karakoram Highway. In order to avoid any possibility of distortion in the collected information, a few reliable key informants were selected from like school teacher.

3.4 Sampling

During the research I selected the respondents through stratified random sampling. Sampling was that part of statistical practice concerned with the selection of an unbiased or random subset of individual observations within a population of individuals intended to yield some knowledge about the population.

Number of people involved in research process is called samples. The process to select these samples from the whole or specific community is known as sampling. It was very difficult to interview the whole community or a part of the large community. With the help of some sampling techniques researcher selected a specific territory and then chose household according to research type either qualitative or quantitative.³⁰ in-depth interview collected during field work.

3.4.1 Accidental Sampling: In this type of sampling researcher came along respondents accidentally like entered in market where saw an old educated man so it was good to have his interview randomly. In accidental sampling a researcher never knows who is going to be respondent at that instant. But sometimes encountered people who were not willing to give interview or be a good respondent.

3.4.2 Purposive Sampling: In this type of sampling researcher choose only those people who can respond readily and give information of my research topic like a manager of NATCO (Northern Areas Transport Company) and he gave me much information regarding the economic activity in context of transportation.

Researcher also met a person known as Living Encyclopaedia of Northern Areas who gave me enriched information about history of Karakoram Highway.

3.5 In depth Interviews

An in-depth interview was a conversation with an individual conducted that helped collecting specific information about various phenomena's. It leads researcher to go inside of the real happening what is experienced and was observed by the respondent. It was carried out to know more and more till it was not clear.

During the field work the researcher conducted in depth interviews from different age group. Researcher used informal/un-structured interviews owing to the flexibility of this form.

3.6 Unstructured interviews

Conducting formal interviews and asking questions from people was a difficult task. During formal interviews respondents usually get cranky. Informal interview method allowed developing a sense of better understanding. This was an informal and comparatively less restricted method of getting information from the respondents. This type of interviews were used during fieldwork to collect in-depth information

3.7 Case Studies

Case study technique helped to record related events an important way of getting into depth of interviews of the living individuals. A case study defined a research strategy

for collecting data regarding research topic for its verification, an empirical inquiry that investigates a phenomenon within its real life context. Case study research made single and multiple case studies, and included quantitative as well as qualitative evidences, relies on multiple sources of evidence, and benefited from the prior development of theoretical propositions.

3.8 Photography

Researcher has done a suitable photography of Karakoram Highway, which depicts the changes and needs in Karakorum Highway.

3.9 Daily diary

It was used to have at least scheduled details of the events and the records. For recording, the day-to-day events during the research period daily diary technique was also used which helped as a memorandum.

4. Results and discussions

Most of the respondents were of the view that after the construction of Karakorum highway many of their cultural values are abolished like other cultural traits have intervened in their culture. Like when a student comes back to home from abroad or another province they behave differently and leave their impact on other which creates a sense of inferiority complex in other people. Students of Hunza and other places start to demand those things which these outside studying leave their. Some respondents said that *parda* system is vanishing.

In 1972 first incident of sectarian violence was occurred in Gilgit Baltistan when Zulfiqar Ali Bhutto was the prime minister. After that in 2000 another incident occurred in which Shia-Sunni religious conflict got boosted up. Onwards the Kohistan bus carnage that resulted in the death of 16 passengers in March 2012. More than a dozen people are killed after that because of religious rivalry. Religious leaders called off strike and whole province stoodstill. After that 6 Sunnis were killed and 50 injured by hand grenades, in retaliation 10 passengers were killed at Chilas. So some respondents say that Army should control such events. Some respondents were of the view that some international actors are behind these events in order to create a chaos or civil war.

Last year ten international tourists (climbers) from China and Ukraine were killed. They were at Daimer district at back of Nanga Parbat, this event almost shut down the tourism to minimum level. Another factor is the negligence by Government; there is no much security for the foreigners and internal security for citizens is not that much good. Government is not performing to optimum level like this sectarian violence should be controlled and factors causing such evil should be punished.

Many respondents told that socially approved drugs like cigarette, hookah, shisha and even un approved drugs

like marijuana and cocaine are being consumed by people. Before people usually consume their homemade wine known as (Arq or Hunza water), on the occasions like marriage and festivals but these new drugs are spoiling their youth.

In olden times only few people has arms like guns, pistols, knives etc. Some have weapons of their grandparents used in war or purchased previously but now most of the people have weapons which caused a lot of killings and terror among people. Before people were very much peace loving and believed in collectiveness. So after the establishment of Karakorum Highway people brought arms and ammunition from other provinces

Conclusions

The findings above are taken on defined objectives to know the changes in life on Inhabitants of Aliyabad-Hunza. The changes which were to be found i.e. regarding the economic and social life of people brought by Karakorum Highway. The other foremost aspect of questioning was the change in communication patterns and the perception of people about this establishment. The questions were to get response from the respondents about how was their life before and what they get after this highway. How this highway affected their lives? How people get educated and change oriented? Was there any need for such highway? What more Government of Pakistan should do regarding this highway? What they import and export? The role of Government in establishment of Karakorum Highway and its maintenance, the value paid to land owners etc. Such questions were asked in order to investigate the changes brought by this highway.

Findings show that their lives had taken a dramatic change like they got to know about the education, technological advancement, means to earn through trade, jobs, tourism, skills. Unemployment reduced as they got new job opportunities, chance to business. They get in touched with other world through telephone service, mobile phone, and internet. They migrated to other places for jobs and education. Many of students are studying either in other provinces or abroad for higher education.

Many tourists local as well as foreigners visited their places which was a source of new socialization and cross cultural contact. Some people from other provinces are even working there like in NGOs and INGOs. They created new business like hotel, restaurants, shops, plaza, markets etc. They got good transportation system and medical facilities as previously there was no transportation system. They learned about the new technicalities and skills to work like heavy machinery, driving, labor work, computer engineering etc. It was this road which gave them chance to move across the globe before that only few people went to other provinces and countries. They would be alienated from the World if they didn't get blessed with this road.

As social changes are concerned brought by this road so some respondents were of the view that it has damaged their indigenous culture. They thought it has abolished or

ruined their customs, traditions and rituals like Nasalo, Ganoni ritual. They were of the view that education has brought change but these changes shouldn't have taken place like the cap wearing practice. The concept of dowry is inculcated in their culture. But as an anthropologist, researcher would say such changes were necessary as if their culture didn't accepted these changes, it would have been thrown out of the society.

It is their culture which is change oriented and progressive; they have a highest literacy rate of almost 95%. So it is the culture which allowed these changes and society adopted them. Some change oriented respondents said that who has a time to make sore oil, to perform these rituals like Nasalo, everybody is busy in their own lives i.e. jobs, business, education, farming etc. Respondents stated that the change in food pattern is also important as the number of dishes has increased and they can better serve guests from other provinces and foreigners. But changes in food are not dramatic as they still eat Phitti (oven baked bread with egg) and they serve sore oil on special occasions like marriage.

People are busy with their work, job, and education so they have found means of entertainment in their houses like television, internet, now they don't spend much time on sitting and listening radio with friends. Now the means of communication are much stronger like they wish each other of festivals invite in occasions like marriage easily and even can inform urgently about death or any patient's condition. So such changes are brought by development in infrastructure, they changed their house patterns which was need of their young people and even older. Everybody demanded some privacy; different types of guests come in house, young people has to study, use computer for their jobs or business.

Now their subsistence sphere, means of communication, reciprocations are changed, who can perform such rituals. Marriage pattern has changed in a way like they practice endogamy which is even preferred by medical doctors and genealogists.

This has reduced the infant disability or deaths. The factor of individualism is a debatable factor like we are living in a capitalistic society who can think of mutual obligation, the means of reciprocations are equal. Concept of nuclear family is arising to very low extent but it's a change which change oriented people are accepting it open handedly so these changes were to be inculcated in their culture which was need and has proven

Recommendations

The findings above prove the changes brought by Karakoram highway but they are some recommendations that would be adding like Government of Pakistan should maintain this highway. The maintenance department should allocate funds for its maintenance and better shape like sign boards, road safety lights, side wall etc. For further researchers it would be recommend conducting research on the physical condition or infrastructure of Karakoram Highway which will investigate the flaws and causes of this project.

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