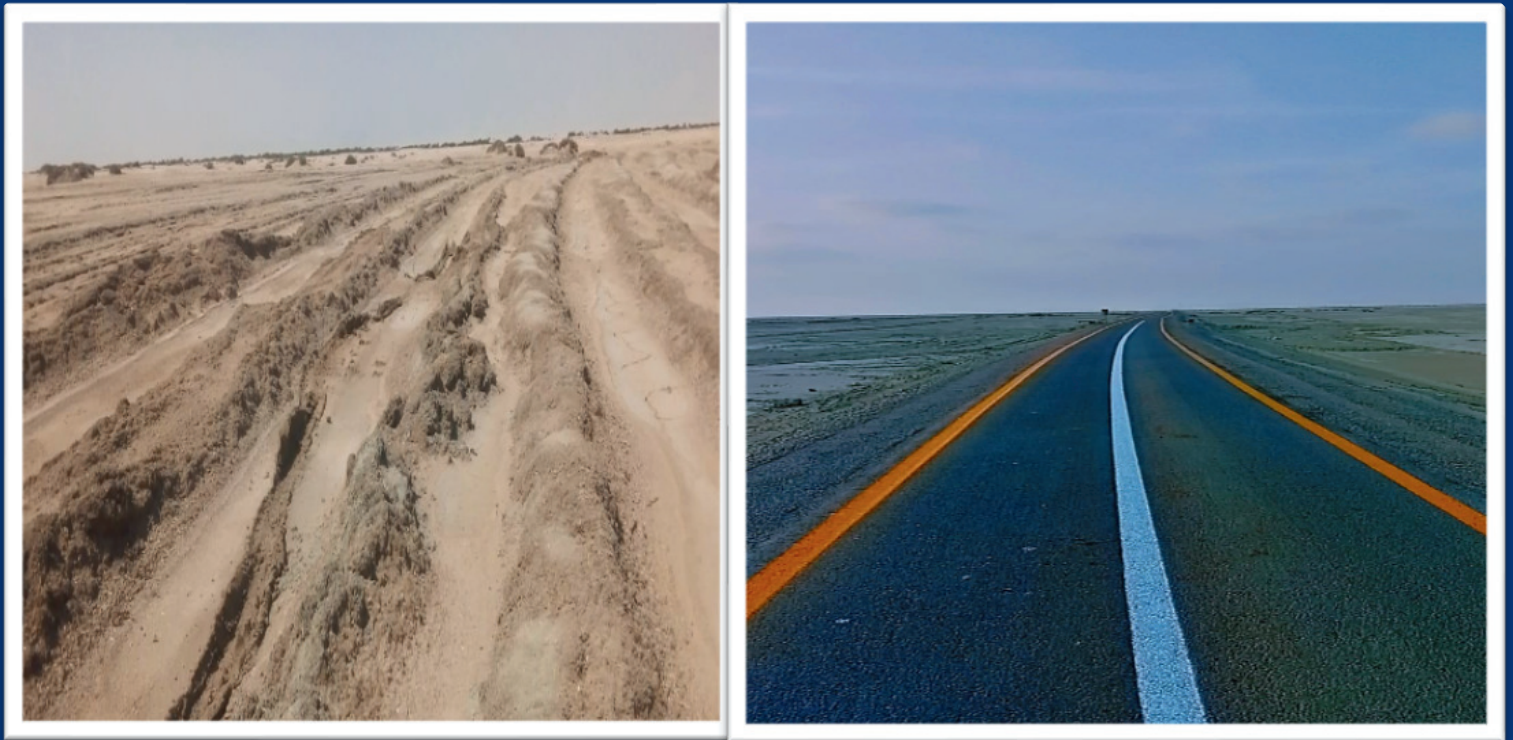




Connecting Roads, Connecting Futures

Transforming Coastal Communities



Paving the Path Towards Sustainable Development

Gwadar Lasbela Livelihoods Support Project
Phase-II

11.680 km
all-weather road built

~40 min
cut from daily travel

PKR 18M
projected annual savings

The Setting

Union Council Churbandar sits 120 km from the Tehsil headquarters of Pasni in District Gwadar. The 2017 census records 638 households and 3,802 people (54% male, 46% female). Updated BISP 2019 data shows 912 households and 4,062 individuals, with 215 (24%) ultra-poor (PSC 1), 218 (24%) poor (PSC 2), 186 (20%) lower-middle poor and 246 (27%) upper-middle poor — only 5% fall outside the poverty band. With the Arabian Sea at their doorstep, the community lives almost entirely on small-scale fishing, processing and trading.

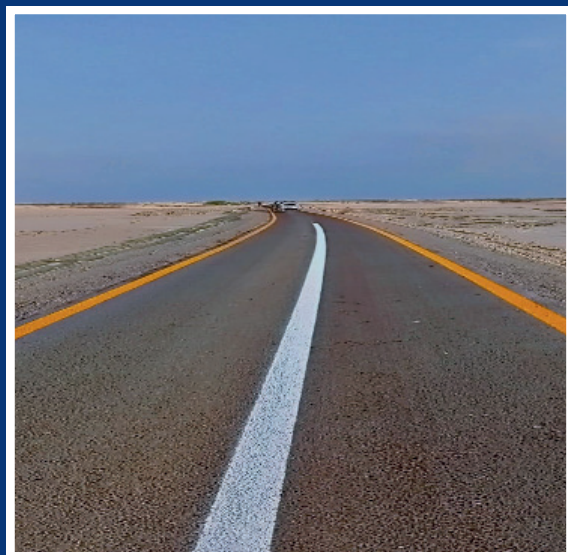
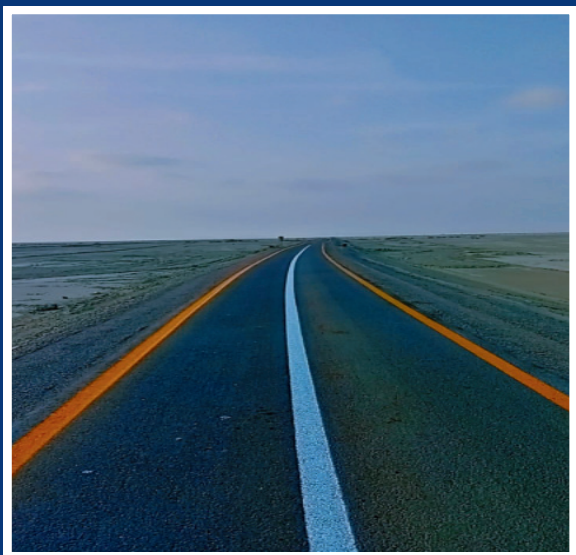
The Problem

For years the fish landing site was reachable only by a rutted dirt track. Seafood spoils fast — according to a World Bank report on the Fisheries Sector of Balochistan, at least 25% of seafood catch value is lost to spoilage; GLLSP-II's own surveys put losses in Churbandar at 20–50%. During monsoon rains, the track also cut families off from clinics, schools and markets — with women, the elderly and children paying the heaviest price.

The Initiative

WITH TECHNICAL ASSISTANCE FROM CAMEOS, GLLSP-II FINANCED AND BUILT AN 11.680 KM BLACKTOP ROAD FROM THE COASTAL HIGHWAY TO THE CHURBANDAR LANDING SITE — INTEGRATING BOTH CHURBANDAR AND SHUMALBANDAN LANDING SITES INTO THE MAKRAN COASTAL HIGHWAY NETWORK.





Impact on Communities

How Improved Access is Transforming Lives in Churbandar

Time Reclaimed

Travel time to the Coastal Highway has dropped from 45–50 minutes to 8–10 minutes — a daily revolution for women hauling sick children to clinics and for fishers racing the clock with a fresh catch.

Markets, Cooperatives, Real Money.

Faster, cleaner transport is expected to reduce post-harvest losses by 50% or more. The road directly supports the Shumalbandan Fishermen Cooperative Society, Churbandar — the backbone of the project's 4Ps (Public, Private, Producer Partnership) model. Pre-intervention surveys valued annual post-harvest losses in Churbandar at roughly PKR 60 million; the projected 30% reduction translates into around PKR 18 million in annual income retained by fishing households.

Healthier, Better-Connected Communities

Beyond fisheries, the road has restored everyday mobility — to healthcare, schools and markets. For women, children and the elderly, the all-weather connection is no less than a lifeline.

Because we could not transport our fish quickly, buyers treated our catch as lower quality. With the new road, we can now reach markets on time. Our fish remains fresh, and we are selling it as A-grade at better prices."

— Mr. Shimel, Fisherman, Churbandar

Sustainable Development Goals Advanced

SDG 1
No Poverty

SDG 2
Zero Hunger

SDG 8
Decent Work

SDG 9
Infrastructure

SDG 11
Sustainable
Communities

“Earlier, especially during the rainy season, the dirt road would flood and access to the Coastal Highway was completely cut off. Pregnant women and sick family members suffered the most. Now, with the all-weather road, we can travel safely at any time.”

— Ms. Hanifa Rasool Bakhsh, Manager, Women Resource Centre, Churbandar

Conclusion

The blacktop road at Churbandar is more than infrastructure. It is fresher fish, fairer prices, safer journeys, and a quiet promise that this coastline is no longer forgotten. By reducing travel time, lowering post-harvest losses and unlocking direct market access, GLLSP-II has shown how community-identified investments can drive sustainable, equitable, climate-resilient development — anchored in the daily realities of the people it serves.

Lessons Learned & Outcomes

- ▶ **Connectivity multiplies investment** — a single road unlocks fisheries value chains, healthcare access and education simultaneously.
- ▶ **Time is income** — cutting travel from 45–50 minutes to 8–10 minutes converts directly into freshness, A-grade pricing and household earnings.
- ▶ **Cooperatives need infrastructure to function** — the 4Ps model relies on reliable logistics; without it, fair pricing and cold-chain operations cannot scale.
- ▶ **Women and the elderly gain disproportionately** — all-weather access is most transformative for those least mobile in the rainy season.