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Study about the Belt and Road's Impact on China and the World

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Abstract

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In September 2013, during his visit to Kazakhstan, Chinese President Xi Jinping first proposed the establishment of a "Silk Road Economic Belt". In October 2013, President Xi visited the ASEAN countries and proposed in parliamentary speech held in Indonesia that China should jointly build "the 21st Century Maritime Silk Road" with the ASEAN countries. Subsequently, the decision of pushing forward the construction of the Silk Road Economic Belt and the Maritime Silk Road and forming a new pattern of opening in all directions was put into the "Decision of the CPC Central Committee on Several Important Issues concerning the Overall Deepening of Reform". At this point, the "Silk Road Economic Belt" and "21st Century Maritime Silk Road" officially upgraded to the national top design and is called "the Belt and Road". The proposed strategy was not only in line with the current international situation and the changes in the international situation, but also was the time-selected option for resolving the stage issue of national development during the period of social transformation in China. The purpose of this study is to fully analyze and summarize the theoretical aspects of the "Belt and Road" strategy and its implications. From the perspective

of differential order pattern, this paper analyzes the policy design of this strategy. Taking China as a perspective, the study makes a longitudinal comparison between "The Belt and Road" strategy and the ancient Silk Road and compares them horizontally with the TPP(Trans-Pacific Partnership). It also analyzes the political, economic, cultural, international, regional and domestic levels of the countries along the line the challenges faced include the game between the United States, Russia, India and other countries, the attitude in multi-bilateral cooperation and the role played by regional development. In addition, this study introduces the sociological theory of "difference order pattern". By analyzing the data of the difference with the orderliness and spatial distribution of the industrial advancement in the Belt and Road strategy of China at present, based on the strategic framework of "One Belt and One Road", the study clarifying the possible implications and problems facing China's politics, economy, culture and country image, and trying to make some suggestions. On the political side, the Belt and Road policy will consolidate China's political status and help China to development of multilateral relations. On the economy side, the Belt and Road policy will help China Cut excessive industrial capacity and benefit all "Belt and Road" members. On the culture side, The Belt and Road will Chinese culture output and improve cultural influence.

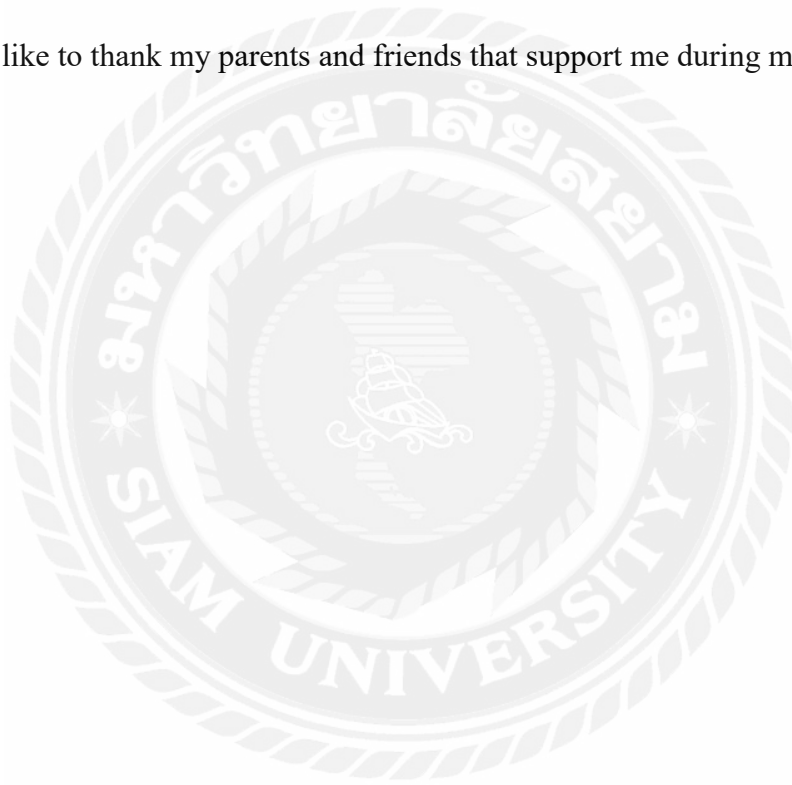
Keywords: Belt and Road, industry promotion, development strategy

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Chapter 1 Introduction

1.1 Background

Nowadays, the world is undergoing profound and complex changes, the slow recovery of the world economy, the development of differentiation, the pattern of multilateral investment trade and the pattern of international investment are undergoing profound changes, and the development problems faced by various countries are still serious. The political, economic issues between big powers are still exist and never be better. At this stage there is no formation of China as the leading international trading system, we are still the economic globalization of the rules of trade passive recipients. In the future development, on the one hand, we need to reform ourselves to make ourselves a trading power, not just a trade power. On the other hand, we need more solidarity with developing countries such as Asia, Africa and Latin America, and continue to form their own international trading system. Together with these countries, we will work together to create a win-win regional economic cooperation framework.

In this paper the author will go into the topic “The Belt and Road”, and explore “The Belt and Road” and the impact of “The Belt and Road” on China and the world. At present, around the world a lot of scholars have made a lot of topic about the “The Belt and Road” strategy, In the “The Belt and Road ” strategy of theoretical research and construction measures to explore, but also in the region to participate in “The Belt and Road” of different development proposals.

“The Belt and Road” to promote the open and inclusive, peaceful development, mutual benefit and win-win concept, agree with the country" area along the way "concept of development

Many people do not know what the meaning of is “The Belt and Road”? The economic development of the world today is very rapid and the economic exchanges and integration between countries is becoming more and more ordinary. In this paper, the author talked about a very popular topic, which is a topic that people have paid close attention to in recent years. The world's economic development and integration, this topic “The Belt and Road” is very important. And author believe that China is now in Southeast Asia in the international public opinion environment is bad, the good relationship between the economic developments of asymmetric with China, the cause of this one is the South China Sea territorial sovereignty dispute, the trade imbalance between China and Southeast Asian countries.

From an international perspective

In recent years, the global economy in the doldrums, the original high-speed development of emerging markets face new challenges and pressures, slowdown; the developed economies from the financial crisis to slow recovery, or even reluctantly Supported by loose policy. And a strategy along the way will be Asia, Europe, non-national economy into the vitality, bringing new economic growth potential.

From the domestic perspective

The traditional pull the economy to increase investment, exports, facing pressure. In the international economic downturn, the external demand is weak, a considerable part of the original out of trade to domestic demand; and after decades of development, China's infrastructure, real estate and other areas of construction has made great progress, the corresponding slowdown in demand, while domestic consumption Under the influence of our deep-rooted traditional ideas, the consumer can make a big breakthrough in the short term. Therefore, the country also need to have a new market to resolve the production capacity, the

need for a new economic pull power to keep the economy growing rapidly, and the implementation of a strategy along the way will be a good solution to these problems.

Chinese enterprises from the "going out" to participate in international competition to the implementation of "one by one" strategy, cross-border business development process not only test the ability of enterprises, but also continue to test and enhance the internationalization of commercial banks vision, cross-border service. Today, the banking industry to support enterprises to "go out" is more and more complex difficulties, from the system construction, personnel training, risk management in all aspects, the development of specific and feasible basic measures to eliminate obstacles to achieve the mutually beneficial development of banks and enterprises.

On the other hand, countries such as Vietnam and the Philippines have the mentality of small countries, and the public opinion of western country is fanning the flames, advocating discord between China and Southeast Asian countries.

Plagued by these factors in the construction of "area" development and cooperation in southeast Asia, academic more unified opinion is: "The Belt and Road" strategic region along the different national culture have differences, ethnic and religious belief is more complex, regional economic development level, there is also a significant difference in different countries or regions of the people to have different interests reflect, in the presence of these differ in thousands ways, both sides should in line with the principle of seeking common ground while putting aside differences, an intensive public opinion work, strive for the biggest hearts and minds, seek common development of the construction of "The Belt and Road area" and cooperation.

1.2 Importance of the study

First, we should promote economic cooperation, Experts at home and abroad generally emphasize the importance of cultural exchange in driving economic cooperation. There is the construction process of "The Belt and Road" no cultural cooperation development, the economic cooperation will become very difficult, through cultural communication, establish a connection link, to promote the cooperation between countries to revive the Silk Road. Cooperation the two sides should jointly mining area all the way" of historical culture, strengthen the cultural identity of both sides, folk and multi-level cooperation between government, with the cultural diplomacy to show the country's political appeal, through this soft power diplomacy, to attract other countries participate in the development of the construction of the "area" all the way. The tourism development of the Silk Road requires the joint efforts of the humanities and the economy. Tourism not only has the role to enhance the communication of the humanities, but also promotes the economic development.

Some people think that tourism cooperation can promote people understanding of each other's countries, strengthen the understanding of both sides, can help eliminate prejudices and misunderstandings, tourism economy also brings a lot of personnel flow, promote the logistics operation, to maintain bilateral information communication, promote the development of bilateral economic and trade. Therefore, "The Belt and Road" tourism economy cooperation, one is to be good at mining the Silk Road cultural resources. Second, to fully promote the bilateral tourism source. Thirdly, the interests of tourism economic cooperation should be realized by market operation.

According to the general research of the evolution of the industrial structure of economic development, all countries will follow the different stages of development, from the agricultural, industrial countries to the service economy-based form of evolution, different stages, and the role of the development of different industries. For developing

countries, the development of manufacturing is a necessary hand from low-income countries to middle- and high-income countries segment. The analysis of the development stage of the previous section shows that the majority of countries along the "all the way along the way" have a comparatively different degree of development and are basically under the middle and low income level, and they must realize the growth of income through the development of the manufacturing industry. At present, China is in the middle and late stages of industrialization, the income level has reached the middle and high income stage, and "along the way" along the majority of countries per capita income level is lower than China, and China's foreign direct investment industry is relatively complete, China has the infrastructure to invest in less developed developing countries, especially in the way of industry transfer, will have some of the comparative advantages of the industry to countries nearby and regions.

1.3 Objective of the study

Industrial division and layout, strengthen regional connected work "The Belt and Road" covers a multitude of European and Asian countries, rough road and waterway of two parts, namely road of the silk screen scope of economic belt and the maritime silk road enough in the 21st century. A butt each other demand, strengthen industrial cooperation.



The routes of “The Belt and Road”

(<http://www.livetradingnews.com/inside-the-chinas-belt-and-road-initiative-42364.html#.WiD6G5CGNPY>)

Author suggest that in the process of industrial cooperation, one aspect is to realize the industrial upgrading. On the other hand, we should help developing countries along the belt and road to realize industrial development. China has a policy that should be good at encouraging good enterprises to participate in the development of industrial parks to create space for enterprises, strengthen the integration of industry links, and jointly promote the upgrading and development of different industries.

The thing we need to consider is to strengthen the construction of industrial parks, to promote interoperability between different areas of cooperation. Experts pointed out that some countries in Southeast Asia, infrastructure is still relatively backward, especially in Cambodia, Myanmar, Vietnam and other countries of the port infrastructure is relatively backward, customs clearance is not enough, the bilateral economic and trade constraints. At present, China's infrastructure construction is more developed than these countries, can use

the technology and capital advantages of our enterprises, and cooperate with each other to invest in the construction of basic supporting facilities, combined with China's industrial advantages to strengthen the construction of foreign supporting industrial park, to ensure the smooth flow of the port, Optimize and upgrade the industrial development. The cooperation between the two sides will help the Chinese economy to achieve sustainable development, but also help other countries or regions to achieve economic development, this common development will contribute to the prosperity and stability of the international community, different countries or regions can actively participate in cooperation.

The strengthen cooperation and promote trade and investment between countries. The state should sign trade agreements with trade and investment along the “The Belt and Road “to eliminate trade barriers in the cooperative areas and promote the development of trade liberalization. The establishment of bilateral coordination and accreditation of trade norms mechanism, a reasonable and reasonable solution to bilateral trade disputes, simplify commodity customs clearance procedures for bilateral trade and investment to create a favorable environment. The current "The Belt and Road" construction has been the response and support of many neighboring countries, which for the “The Belt and Road” construction of the follow-up work laid a good foundation.

In fact, for the simplest example, the infrastructure for a country, like an ordinary person to buy a house to buy a car, for the vast majority of countries but cannot get so much money. For example: In the estate business in China, builders and banks of the combination, there are idle funds, there is room, while the construction company did not profit, both sides have demand, but how? The easy way is that the mortgage. China lends money to these countries, and then let these countries, with the specified money to find a Chinese company to repair the infrastructure, and then divided into several decades slowly returned to China. So that China's foreign exchange reserves have a flexible use, not silly can only buy the US

Treasury bonds, the income is almost zero, lend to others to pay interest, high income more. China's excess capacity, some people pay to buy, revitalize the Chinese manufacturing industry. And these countries with Chinese money, rely on China to help fix the infrastructure, the economy will develop, there will be money to China's money, but also buy more Chinese products. So take the necessary, is the so-called "The Belt and Road". In addition to these, "The Belt and Road" to accept the US dollar loans, you can use the RMB repayment, so that these countries slowly began to accept the RMB as a reserve currency. The RMB slowly will win the same position compare to the USD. Meanwhile through the currency market, from the sea-lane and land rote two direct access to Europe, the USA may harder to slow down the trading between two continental, on the other hand it also will logistics industry development between China to Europe. Reducing the cost of trading and rise China's competitiveness. Those countries that making or manufacturing product that use Chinese products as the standard of infrastructure on the belt and road countries, will produced an exclusive effect, so that China and other manufacturing countries in the competition, occupy a dominant position. Of course, in this process, there will certainly be some bad debts, like a bank, there will always be some people cannot afford mortgage loans. But the bank is still bored, why? Because it earns more. And the Chinese side of the way, in fact, earn two times the money, one to borrow money out of interest, than to buy US bonds earn much more, on the other hand, these countries must use Chinese products, so that Chinese private enterprises can produce, so from the business point of view, is almost a profiteering process, as long as the proportion of good and bad control, is certainly more harm than good At the same time, as China develops infrastructure for these countries, it will increase the friendship and relationship of these countries to China and make these countries a good friend of China. Everyone knows that friends are doing a good job. This is the case, the country is also the case. In this process, you will find that China will help a lot of

countries for free, many people cannot figure out why it happens? I think because that when a country deal with other country, that country have to give some interest or national interest first. Shopping malls have to give you a regular discount, buy more to give you send coupons, free products. The country is also the case, the light to earn other people's money, do not give people the point of the benefits, business do not go, these free assistance, in fact, is the discount volume. Because in addition to us, Japan and Germany also borrow money to others, to help others engage in infrastructure, we are competitive. This way is actually the Americans first invented, the United States in order to obtain the market, and did not use other countries approach, through the force of conquest, access to the colonies to obtain the market. But through the so-called portal open policy, the lease bill, the Marshall Plan, etc., to lend to other countries, so that these countries come back to buy American products, so soldiers captured the market of these countries, and promote the prosperity of the United States, So that the dollar to become the world's reserve currency, the United States has become the world's factories, and ultimately become the world's boss. China is actually learning the rise of the United States, through peaceful rather than force, to achieve the rise.

1.4 Scope of the study

"The Belt and Road" area the major cooperation projects are involved in the strategic cooperation needs the protection of the common interests between the government under the framework, because with the authority of the official level protection will help to dispel the security concerns of cooperation, rather than a risk guarantee, on the basis of this, strengthen cooperation and development, promote the construction of "area" of the communication.

"The Belt and Road" is the strategic carrier of China's capital export plan. "Along the way" to solve our country to the scattered, the lack of national overall strategic construction, small scale of foreign investment, structural and risk concentration of capital and other issues encountered in the process of providing new Through the promotion of large - scale infrastructure construction along the line countries, along the country "co - financing, benefit - sharing" model, "one way all the way" strategy to help achieve large - scale capital output.

At present, China's investment in New Development Bank (BRICS Bank), Asia Infrastructure Investment Bank, W and Silk Road funds is about 30%. (The New Development Bank, 2017)

Of the dollar, and in the next decade, China in the "one way along the" investment is expected to reach 1.6 trillion US dollars, along the line. (The New Development Bank, 2017)

The proportion of China's foreign investment will reach 30%. (The New Development Bank, 2017)



http://www.chinadaily.com.cn/bizchina/2015-04/15/content_20435585.htm

The 21st century sea route includes ASEAN routes (involving Vietnam, the Philippines, Malaysia, Brunei, Indonesia, Thailand, Singapore, Cambodia and other nine countries, but generally the old clever to join, called ASEAN 10 countries) South Asia and the Persian Gulf route (involving 12 countries including Bangladesh, Sri Lanka, India, Pakistan, Iran, Iraq, Kuwait, Saudi Arabia, Qatar,, United Arab, Oman), Red Bay and the Indian Ocean West Coast route Russia, Sudan, Eritrea, Djibouti, Somalia, Kenya, Tanzania, Mozambique and other nine countries) coastal countries (narrowly generally only within the scope of Egypt), the 21st century sea wire mesh, in addition to China Involving 31 countries. By referring to the official published information, the number and specific list of countries along the "one way along the way" are not strictly defined and clearly defined. According to the description of "the area along the way", combined with geographical and geographical factors, "South Asia and North Africa: 18 countries. Russia and the 7 countries. Central and Eastern Europe, 16 countries. South Africa and Southeast Asia: ASEAN 10 countries. South Asia: 8 countries. Central Asia: 5 countries.

East Asia	West Asia	South Asia	Middle Asia	CIS	Mid-East Europe
Mongolia	Iran	India	Kazakhstan	Russia	Poland
Singapore	Iraq	Pakistan	Uzbekistan	Ukraine	Lithuania
Malaysia	Turkey	Bangladesh	Turkmenistan	Belarus	Estonia
Indonesia	Syria	Afghanistan	Tajikistan	Georgia	Latvia
Myanmar	Jordan	Sri Lanka	Kyrgyzstan	Azerbaijan	Czech Republic
Thailand	Lebanon	Maldives		Armenia	Slovakia
Laos	Israel	Nepal		Moldova	Hungary
Cambodia	Palestine	Bhutan			Slovenia
Vietnam	Saudi Arabia				Croatia
Brunei	Yemen				Bosnia & Herzegovina
Philippines	Oman				Montenegro
	UAE				Serbia
	Qatar				Albania
	Kuwait				Romania
	Bahrain				Bulgaria
	Greece				Macedonia
	Cyprus				
	Egypt				

(<https://walizahid.com/2015/10/chinas-world-reshaping-belt-and-road-initiative/>)

The paper puts forward the research background and the theoretical and practical significance of the research on the situation of China's direct investment, and the research value of the paper lies in the deep analysis of the factors influencing the choice of foreign direct investment industry. In order to further expand the " The first is the direct investment to provide operational recommendations, the inadequacies of the country is involved in a large number of limited data, affecting the accuracy of some of the conclusions of the study; followed by literature research, a detailed review of domestic and foreign investment in foreign direct investment industry, industry And then put forward the research content of the paper, the research ideas and research methods and the realization of the path. I have clearly defined the research object of "one side", foreign direct investment, industrial upgrading, and industrial selection and so on.

With the rapid development of economic globalization, the global economy has become more and more integrated, and the enterprises not only face domestic competition, but also face the cruel international competition.

1.5 The competition and Potential Menace

With the overall competitiveness of China's industry and the ability to invest in foreign countries, China has become a net capital exporter in 2014, indicating that China has entered a new stage and faced a new situation. The choice of foreign direct investment industry is the industry that multinational enterprises choose to enter when they invest in the host country. IN the more than ten years since the reform and opening-up policy has been implemented, the growth of China's economic output has been obvious to all.

Especially since 2011, China's gross domestic product has surpassed Japan to become the world's second largest economy. Looking at the continuous and rapid development of China's economy, it is the imbalance of the industrial growth structure behind the expanding economic scale.

The original simple and free export trade and endogenous policy investment drive economic growth model, its drawbacks are becoming increasingly prominent. Industry choice belongs to a kind of decision-making level, industry level (enterprise), is a dynamic process, this process is influenced by many factors, the multinational companies in foreign direct investment to choose industry, needs to be considered a specific industry to enter foreign markets of costs and benefits, if the costs outweigh the benefits, it would be unprofitable, also do not conform to the market rule, which, mainly includes the cost of entering foreign markets to enter foreign relevant industries of all kinds of resources consumed cost;

Expected income mainly refers to the economic benefits obtained from the development of an industry of FDI (foreigner direct investment). On the other hand, the thesis focuses on the industry selection of China's direct investment in "The Belt and Road". Author believes that the construction of "The Belt and Road" will be challenging, and the building of the strategy will require the concerted efforts of all parties.

How to work together, strive for the hearts and minds is the key to China's only get more support in the process of construction, not only the Chinese support, also need to widely popular support of cooperation within the region, so as to form a larger influence Area" of.

1.6 preliminary summary

" The Belt and Road " along different regional countries in geographical features, resource endowment, economic power, income level, industry foundation, the respect such as investment environment difference obvious, direct investment faces many challenges compared with the developed countries, our country economy foundation is poor, poor foundation, although in after the reform and opening up and economic development, but the overall level of economic development degree or in a developing country, China's enterprises overseas merger and acquisition activity started relatively statement, also the restriction of the economic level, after ten years of reform and opening-up, a wave of Chinese enterprises overseas emerged, in the fifth global flood fade into one.

Through this activity, the enterprise can use the rich production resources of developing countries on the one hand and cheap human resources, on the other hand can get developed countries advanced science and technology, production experience, and effective management mode, thereby lowering the production cost, improve the efficiency of production, enterprises can significantly reduce the industry barriers to entry, rapidly

expanding scale, raised strong market competitiveness, improve enterprise brand awareness, to achieve the ultimate goal of long-term development.

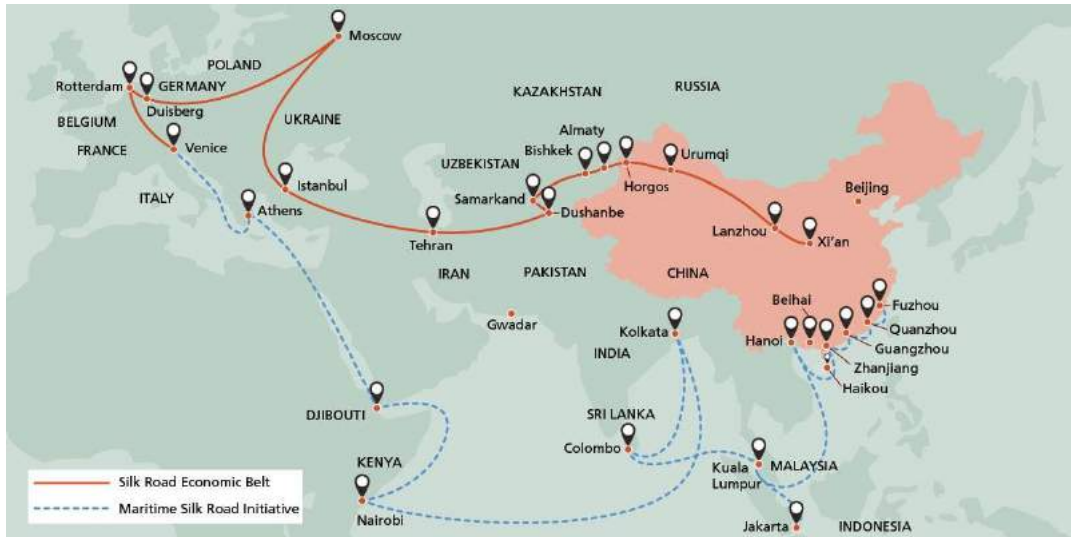
With the development of economic globalization, international direct investment has become an increasingly important role in the economic development, especially the developed countries in internal excess capacity and under the condition of capital tends to saturation, increase of east Asia, southeast Asia, central Asia, Latin America and other countries in middle income level investment become a new trend of international direct investment, the United States after the proposed "new silk screen economic belt" scheme, and leading the trans-pacific partnership agreement (TPP), Russia proposed to carry out the strategy of "Eurasian economic union".

In 2011, China put forward "The Belt And Road" construction and the development strategy, as a major strategy, opening to the outside world under the new situation is an important component of China's strategy of "going out", the use of the international factor resources, transfer capacity and mature industry, strengthen the "The Belt And Road" along with national industrial division of labor and cooperation, achieve win-win cooperation plays an important role. In the face of many factors, how to choose the industry of foreign direct investment, which is conducive to the upgrading of domestic industry and the industry development demand of the host country, is the entry point of this study.

Chapter 2 Literature Review

2.1 Related Theories

“The Belt and Road” strategy was introduced in 2013 and It has been widely concerned about the domestic and foreign media also carried out significant reports, academic research related to more and more, as of May 11, 2016 with " The Belt and Road”. Strategy as the theme of the keyword search in the network, the number of relevant papers can be searched up to 2439, these papers with Disciplines, 1835 articles are published in the economic system reform disciplines, 266 articles are published in the Chinese political and international politics. Disciplines, and others are more scattered in other disciplines, from which you can see the "one way" strategy related the study is mainly distributed in the economic aspects of the study accounted for the main proportion of the political method of research accounted for the second. From the year of view, In 2015, a total of 786 papers on "related issues" were held, and only half a year in 2016 There are 2352 papers on the "one side of the road" related topic, indicating the current " The Belt and Road " related papers. The amount of continuous growth trend. And then from the fund project support papers, of which there are funds to support the publication of a total of 28 papers, indicating that the state of the “The Belt and Road " related research is to give some support.



The "Belt and Road" strategy is the "Chinese version of the Marshall Plan." Jinling believes that the "Belt and Road" strategy of China is not the same as the "Marshall Plan" of the United States in essence. The "Belt and Road" strategy is a development strategy based on common development as its fundamental principle, principle of mutual benefit and win-win and pragmatic cooperation. Although the two are similar in logic of economic development, the "Belt and Road" strategy has no political attachments and the political environment it faces is more complicated.

The second is to study from the perspective of international relations. Dr. Gan Junxian believes that the "Belt and Road" strategy is beneficial

To promote cultural exchanges among countries along the line, to strengthen China's relations with its neighboring countries and to improve China's perimeter security

Situation. Mr. Wang Yiwei believes that the key to the "Belt and Road" strategy lies in the strengthening of Sino-European relations. Both the "one belt" and the "one way" ends with Europe. Strengthening China-EU relations is conducive to the combination of the two markets.

Third, from the perspective of trade to conduct research. Zou would like to think that due to the high reliance on export markets between Southeast Asian countries and regions, Zou Jialing should continue to maintain good economic and trade cooperation with Southeast Asian countries and at the same time give play to the advantages of the provinces in terms of location, industry and culture and continue to expand trade with other countries along the border Cooperation. Huo Jianguo, former dean of the Ministry of Commerce, regarded trade as the basis for the "five links" of the "Belt and Road" strategy. We should speed up the transformation of the industrial structure, foster the competitive advantages of foreign trade and improve the product quality and technology while actively exploring the international market and participating in the global trade chain.

Fourth, from the perspective of the periphery. Lin Minwang believed that the policy of China and India in South Asia should be docked, a multilateral consultation and communication mechanism should be set up and political mutual trust should be strengthened so as to resolve India's concern over the "One Belt and One Road." Professor Zhang Yun-ling believes that "One Belt and One Road" is an open platform for cooperation and its essence is the community of peripheral fates Construction should include South Korea and Japan.

Xia ZhiYun and He Rui (2015) studied the sovereign credit rating of the countries in the region, proposed the regional development of the imbalance impede the "The Belt and Road" under the financial cooperation, at the same time, "along the way" along the national sovereign credit rating span, which makes the financing problems blocked, in addition, "The Belt and Road" financial cooperation is still a lack of reasonable planning and coordination.

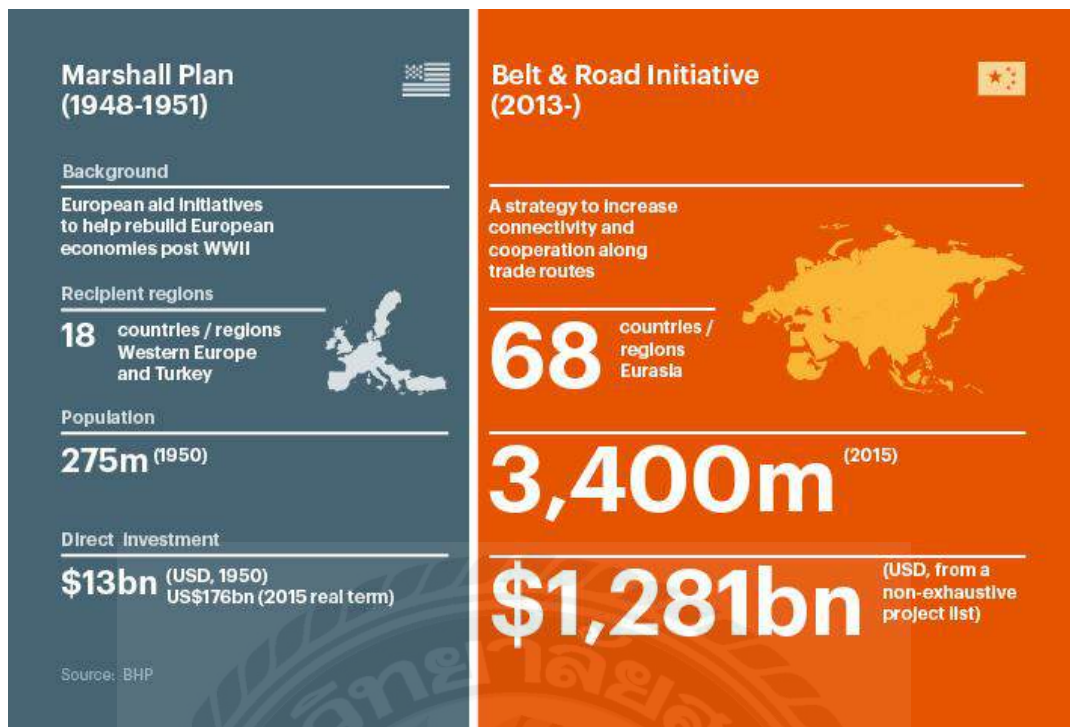
The issue of infrastructure financing needs in the "The Belt and Road" area involves the following three aspects. First, the demand for financial needs in the region is large, the payback period is long and the multi-country and multi-currency cross-border cooperation

will inevitably bring about financing difficulties. Wang Gang (2015) studied the characteristics of financial demand in the region, the characteristics of financial demand are mainly for the large demand for funds, long investment return period Multi-Country Multi-Currency Cross-Border financial cooperation. Financial aspects of the financial needs of the way, Demand, to ensure long-term financial sustainability. Cross-border financial cooperation requires the overall planning and overall planning. The characteristics of financial demand determine the "The Belt and Road" need to face many financial problems, should give full play to the leading role of finance. The scholar Wang Gang has systematically summed up the characteristics of the financial needs of the "The Belt and Road " and elicited the problems that may be faced from the financial demand. The view is objective and comprehensive.

2.2 "The Belt and Road "Strategy

The "Belt and Road" is the abbreviation of "Silk Road Economic Belt" and "21st Century Maritime Silk Road." It is the longest economic corridor in the world and the most potential economic cooperation belt in the world. Spatially, "Belt and Road" faces the economically developed Europe in the west, the economically viable Asia Pacific region to the east, and the more than 60 countries along the Asia, Middle East and parts of Europe. Which covers a total population of about 4.4 billion and a total economic output of about 21 trillion U.S. dollars, accounting for 63% and 29% of the world's total population and total economic output. March 28, 2015 The Chinese government has formulated and promulgated the "Vision and Action for Promoting the Economic Belt of the Silk Road Economic Zone and the Maritime Silk Road for the 21st Century" (hereinafter referred to as "Vision and Action"), and formulated the "Belt and Road" strategy The planning of the specific content is further clarified. The strategy of "One Belt and One Road" is neither an entity nor a mechanism, but an initiative and an idea. Participating countries along the country including,

but not limited to, the ancient Silk Road rely on the existing dual multilateral mechanisms and effective cooperation platforms to jointly build political mutual trust, economic integration, culturally inclusive community of interests, community of destiny and community of responsibility. The "Silk Road Economic Belt" mainly consists of three land lines, which are: ① starting from China, passing through Central Asia and Russia, and reaching the Baltic Sea; ② starting from China, passing through Central Asia and West Asia, reaching the Persian Gulf and the Mediterranean Region; ③ Depart from China and reach the regions of Southeast Asia, South Asia and Indian Ocean. The purpose of the land line is to jointly build the four economic corridors with the neighboring countries such as the New Eurasian Land Bridge, China-Mongolia Russia, China-Central Asia-West Asia, China-Indochina Peninsula. The 21st Century Maritime Silk Road mainly consists of two maritime routes: ① from China through the Indian Ocean in the South China Sea to Europe; ② from China through the South China Sea to the South Pacific. The maritime route will focus on building two economic corridors between China and Pakistan, Bangladesh, China, India and Myanmar so as to realize China's development in the maritime field. In terms of cooperation, the "One Belt and One Road" strategy has divided the key cooperation areas into the following five aspects, namely "Five Links" because of the characteristics of different resource endowments and strong economic complementarities among the countries along the line.



(<https://www.bhp.com/media-and-insights/prospects/2017/09/belt-and-road-initiative>)

First, policy communication is an important prerequisite and guarantee for building the "Belt and Road". The "One Belt and One Road" strategy involves many countries, with different countries living in different levels of development and different political and cultural environments. We need all countries, based on a full understanding, to strengthen exchanges and cooperation with governments based on the concept of seeking common ground while reserving differences and mutual benefits, and actively build a multi-level communication and exchange mechanism so as to achieve the connection between countries in their economic development strategies and countermeasures. At the same time, and consultations with each other to promote the specific plans and measures for cooperation in the region to be completed and solve the problems arising from the cooperation.

Second, the facility Unicom is a priority development area for building the "Belt and Road". Judging from their status and level of development, the countries along the Belt and Road initiative are divided into coastal and landlocked countries, developing countries and

developed countries. Various countries have some problems in terms of infrastructures such as imperfect or even missing transport channels and different technical standards. In order to realize the convenience of economic and trade exchanges between various countries, it is necessary to promote the construction of infrastructure in the railways, highways, air routes, ports of trade, energy pipelines and cross-border optical cables and other infrastructure on the basis of respecting sovereignty and taking full consideration of homeland security, China Unicom in terms of infrastructure has formed a large-scale infrastructure network covering Asia, Africa and the non-region to solve the problem of infrastructure connectivity.

Third, the smooth flow of trade is the key content for building the "Belt and Road". The existence of investment and trade barriers and the inadequate investment and trade hindered the efficiency of all countries in investment and trade. In order to speed up the orderly free flow of economic elements, the countries along the line should discuss and solve the investment and trade barriers so as to facilitate the facilitation of investment and trade. In addition, we should work together with other countries along the route to explore the potential for cooperation in investment and trade, jointly build a free trade zone, broaden mutual investment and trade areas, promote cooperation in emerging industries, optimize the distribution of industrial chains and make "bigger cakes" possible.

Fourth, financial facilities are an important support for building the "One Belt and One Road." Countries in the region along the lines should deepen their cooperation in the financial field, stabilize the Asian monetary system and jointly build the Asian bond market, Asian Infrastructure Investment Bank and BRICS Development Bank to facilitate transactions and reduce transaction costs. At the same time, we should strengthen financial supervision, improve the system of risk response and crisis management, and increase the resilience to economic risks. At the same time, we should make full use of the dual multilateral relations to give play to the role of Silk Road Funds and sovereign funds of

various countries to guide the construction of "one belt, one road" commercial and social funds.

Fifth, common people are the social foundation for building the "One Belt, One Road". By expanding cultural exchanges among all countries, we will increase mutual understanding among peoples and lay the foundations of public opinion for the dual multilateral cooperation in the "One Belt and One Road" strategy. By sending overseas students to study, tourism cooperation, epidemic prevention and control, personnel training and scientific and technological cooperation, the friendship between the two peoples will be enhanced on the premise of achieving a good foundation for public opinion so as to further promote the establishment of good cooperative relations between China and other countries.



The United States and China have similar land areas, yet China has over twenty times as much high-speed rail (11,000 miles), with a network of 30,000 miles planned by 2020. In the graphic, blue lines depict currently existing high-speed rail, and red lines depict potential future routes. While in China these future routes are already on the books and slated to be built, in the U.S. they remain only proposals.

Li Miao (2015) that "The Belt and Road" infrastructure construction financing scale, long construction period, long payback period. At present, whether it is "financial resources along the way" along the country, or the World Bank, the Asian Development Bank, the Asian Infrastructure Development Bank, the BRIC Development Bank, the Shanghai Development Bank and other supporting financial system, are difficult to meet the "Infrastructure construction needs of the huge scale of financing, a huge gap in funds, the need to mobilize more active participation of social funds. Scholar Li Miao from the characteristics

of infrastructure financing to proceed on the existing multilateral organizations difficult to meet the regional infrastructure construction needs of the status of the objective analysis, analysis of objective and accurate.

The "difference order pattern" is the classic sociological theory that describes the traditional Chinese social structure. It was first proposed by Fei Xiaotong in his book "Native China" (1998) that he has been widely accepted by scholars both at home and abroad as a concept of sociology. And used to study the issue of China's traditional social structure. Although the social structure of China has undergone tremendous changes with the development of society and the original social structure of patriarchal clan system has become unclear, the influence of "difference order pattern" on the present social relations still exists, a wide range of fields. Before the theory was put forward, the French sociologist Durkheim once distinguished the traditional society from the modern one with the concepts of "organic solidarity" and "mechanical solidarity." In contrast, Mr. Fei's "differential pattern" concept is more applicable to describe China's traditional social structure. He believes that the relationship among people in the traditional Chinese society based on patriarchal groups is a network relationship based on kinship, which reflects a "difference order pattern." In this "difference order pattern", everyone takes the self as the center and forms a network of his own relationship with others. Like a stone thrown into a lake, forming a circle of ripples around it, centered on the stone (individual), the proximity of the ripples indicates the proximity of other people to their social relationships.

He believes that the reason for the formation of "difference order pattern" is influenced by five factors: the bloodline, geography, economy, political status and knowledge and culture of Chinese traditional society. In addition, "difference pattern" presents five characteristics: 1, egoism. That is, in the relationship of "difference order pattern", they are at the center of the kind of relationship network. 2, public and private groups have their own

relatives. In other words, in this pattern of relations, from any point of view inwardly, it can be said that the public and the mass are out there; there is no clear boundary between what can be said to be private, private and public-private groups. 3, special ethics. China's morality and law in the implementation process, the implementer will consider the object imposed by themselves and the implementation of the content to make some adjustments, the universal standard does not work. 4, people rule society. China's traditional society does not rely on the law to maintain order, but relies on the historical tradition of human relations. 5, the elders rule. The structure of rights contains complicated elements such as undemocratic horizontal violence, democratic consent and enlightenment. The institutional arrangements and the operation of power in the traditional Chinese society as a whole are based on this "differential pattern" relationship model.

2.3 Literature Review of Belt and Road

Innovative point of research

The innovation of this article has the following two points. First, the title of the novel point of view. At present, most of the studies on the "One Belt and Road" strategy have analyzed the relevant issues of the "One Belt and One Road" strategy from the perspectives of international trade, economic structure, international relations and political security. From the perspective of difference order, this article combs and analyzes the policy design objectives, the differences and the effects of the "Belt and Road" strategy. It is hoped that the "one belt, one road" model will be adopted to promote differences and achieve strategic cooperation and mutual benefits between countries.

Second, the introduction of the concept of sociology. "Disorder pattern" is a concept of sociology, is currently mainly used to study the issue of China's traditional social structure. Few scholars previously used this sociological concept for analyzing the strategic cooperation

among nations and the international affairs that China dominates and participates in. Because the cooperation between countries goes beyond the scope of traditional sociological significance. In fact, because the world has become a global village, the exchanges between various countries have been strengthened and the original concept of sociology can be used in the international community and the international community. Objectively speaking, the relationship between countries is not a true traditional society. The people do not live in the same physical space and cultural space. However, it is very difficult for a country to get rid of the shadow of its internal social structure in its participation in international cooperation. For example, the social structure of the West is often dominated by "group structure". The TPP dominated by the United States is a typical group structure. Each of them has a distinct strategic consideration. However, in the process of strategic layout, the other TPP some important countries stand in the door. In the process of advancing the "One Belt and One Road" strategy, China also carries the shadow of its own social structure, that is, the "pattern of difference." This is also the reason why this article uses the "difference order pattern" in analyzing China's "Belt and Road" strategy.

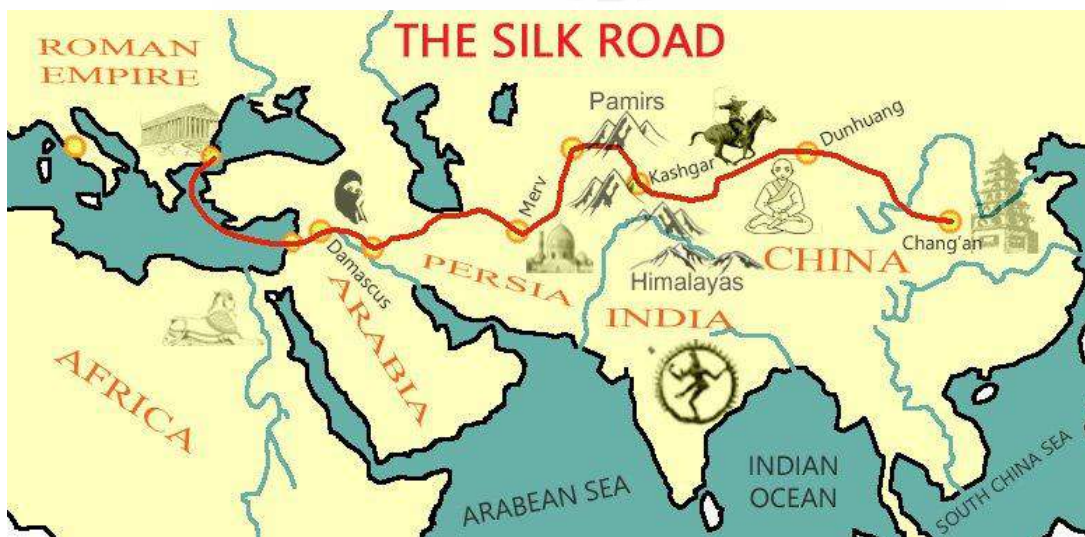
Since its launch, the strategy of "the Belt and Road Initiative" (2015) has drawn wide attention and discussions from scholars both at home and abroad. At present, the academic research system for this strategy has been perfected, and its research can be divided into four categories. First, from the economic point of view to conduct research. Economists represented by Lin Yifu and Nadie Roland at the Institute of Asian Studies mainly explain the "Belt and Road" from the perspective of economic relations between China and other countries along the line and the promotion of the export of excess domestic production capacity. Lin believes that the "Belt and Road" strategy is focused on achieving interconnection of infrastructure and will need to include in the existing strategy an "African and Sino-African Community of Fate" strategy to divert China's intensive industries. Xu

Shanda, former deputy director of the State Administration of Taxation, once proposed the "Chinese version of the Marshall Plan" in 2009, that is, China will provide state loans to developing countries in Asia, Africa and Latin America for infrastructure construction and export excess domestic production capacity. Since this view is similar to the content of "the country undertakes loan risks, excess output capacity of enterprises and internationalization of RMB" in the "Belt and Road" strategy.

Vertical comparison with the ancient Silk Road

The ancient Silk Road began in the ancient Western Han Dynasty in China, is a merchant road opened up by Zhang Qian. This route is based on Xi'an as a starting point, passing through Gansu, Xinjiang, and runs through Central Asia, West Asia and India. It forms an ancient commerce and trade route connecting Asia, Europe and Africa, with a total length of more than 7,000 kilometers. The initial role is to communicate with each other. China will transport silk, porcelain, tea, spices and other products made in China to the countries along the Silk Road and at the same time bring back goods and technologies that are not available domestically. Later, with frequent exchanges between countries, the ancient Silk Road gradually became the main channel for political, economic and cultural exchanges among countries along the line. The ancient Silk Road played a positive role in the development of countries along the route such as Dawan, ancient India, Kangju, Arab countries, Sabbat, West Turkestan, Persian and other countries. At the same time, it also played an active role in China's fight against the Huns and the national security important guarantee. As the most influential and most valuable silk in the goods transported by the Silk Road, 19th-century German geologist Richter of named this route the "Silk Road" and was soon adopted by academics and the general public accept.

In a narrow sense, the ancient Silk Road refers specifically to the land-based Silk Road. Broadly speaking, the ancient Silk Road includes the Silk Road on land as well as the Maritime Silk Road. The maritime Silk Road originated in the Qin and Han dynasties, prospered in the Tang and Song dynasties, peaked in the early Ming dynasty, and declined after the Banning of the Sea until the mid-Ming Dynasty. The starting point for different dynasties vary, including Quanzhou, Guangzhou, Ningbo, Penglai, Liujiagang. Throughout history, the direction of the Silk Road, the concrete course, and the decline and decline of the Silk Road are closely linked with the military strength, economic strength, cultural strength and the relations between China and other countries along the Silk Road. Thanks to the prosperous national power of the Tang Dynasty, the Central Government stepped up the political, trade and cultural exchanges and cooperation with the countries along the Silk Road, strengthened the friendly relations between China and the countries along the Silk Road, and promoted the prosperity of the Silk Road for two hundred years. Both the "Silk Road Economic Belt" and the "Maritime Silk Road" use the term "Silk Road." They hope that the historical resonance of other countries will be elicited through the cultural connotations of peace, friendship, exchanges and prosperity on the Silk Road this is the core idea advocated by Vision and Action. Compared with the ancient Silk Road, the "One Belt and One Road" strategy differs in its purpose of opening up and its sovereignty.



First, the original purpose of route development is different. The purpose of Zhang Qian's initial ambassador to the Western Regions was neither to develop trade with the Western Regions countries nor to promote cultural exchanges with the people in the Western Regions. It was because of the vertical comparison of the military and the political with the ancient Silk Road. The ancient Silk Road started in China Ancient Western Han Dynasty, Zhang Qian opened up by a trade road. This route is based on Xi'an as a starting point, passing through Gansu, Xinjiang, and runs through Central Asia, West Asia and India. It forms an ancient commerce and trade route connecting Asia, Europe and Africa, with a total length of more than 7,000 kilometers. The initial role is to communicate with each other China will transport silk, porcelain, tea, spices and other products made in China to the countries along the Silk Road and at the same time bring back goods and technologies that are not available domestically. Later, with frequent exchanges between countries, the ancient Silk Road gradually became the main channel for political, economic and cultural exchanges among countries along the line. The ancient Silk Road played a positive role in the development of countries along the route such as Dawan, ancient India, Kangju, Arab countries, Sabbat, West Turkestan, Persian and other countries. At the same time, it also played an active role in China's fight against the Huns and the national security important guarantee. As the most influential and most valuable silk in the goods transported by the Silk Road, 19th-century German geologist Richter of named this route the "Silk Road" and was soon adopted by academics and the general public accept.

Second, there are inequalities in state sovereignty over the ancient Silk Road. The sovereignty of all countries in the "One Belt and One Road" strategy is equal. Although the ancient Silk Road promoted the economic, political and cultural exchanges between China and the countries along the country, there were differences in sovereignty between countries, namely, the relations between the sovereign and the dependent countries, the heavenly places

and the nations and the foreign states. There are many small and weak countries along the ancient Silk Road. In order to obtain the protection of the great powers, they are willing to become the vassal nations of great powers and make tribute to the sovereign countries every year. As a result of its strong national power and economic prosperity, ancient China became the sovereign power of a small country along the ancient Silk Road. In this way, the country is protected and the economy has been developed through the Silk Road. Although China is the initiator of the "One Belt and One Road" strategy, the sovereign status of China and other countries along the line in its strategic cooperation is equal. The "One Belt and One Road" project adheres to the principle of sharing, sharing and building together. As the largest developing country, China has always abided by the purposes and principles of the UN Charter and adhered to the Five Principles of Peaceful Coexistence. It held political, economic and cultural exchanges and cooperation with other countries on the basis of the principle of mutual benefit and win-win. In advancing the "One Belt and One Road" project, China has adhered to the principle of mutual benefit and win-win, taking into account the interests and concerns of all countries, seeking the most common divisor of benefits and the greatest common divisions of cooperation, and has won the positive response from the countries along the route.

Chapter 3 The Challenges of the "Belt and Road" Strategy

The overall strategic plan for the "Belt and Road" and its preparatory work has been fully carried out and initially shaped. It has been widely welcomed and actively participated by countries along the line, but it has also aroused the suspicion of some countries. With all the work carried out and promoted, the strategy has to face some objective obstacles and challenges. In the context of complex world situations, many countries, while supporting the "One Belt and One Road" strategy, are playing games with one another in an attempt to exert their influence in regional affairs. This in turn gives the industrial development and spatial layout of the "Belt and Road" strategy there's a lot of uncertainty coming.

As "the Belt and Road" has more "camps" across international boundaries and various international forces permeate its loose cooperation, it is more and more difficult to meet the financing needs of infrastructure construction. It is often the case that financing parties vigorously seek capital for infrastructure construction, Investors, on the other hand, screen the countries of financing and surrender to the same camp. There may even appear to be investors' willingness to invest, while the financiers do not accept the investment.

This chapter mainly studies the problems that may be encountered in the financing of infrastructure construction in the "Belt and Road" region along with the development of "One Belt and One Road". It proposes that the total demand is too large and the supply is insufficient, and the investment and financing mismatch in space financing channels are relatively single, poor cooperation between regions and other issues, the next chapter will be targeted to study its solutions.

3.1 Grand game and geopolitics

In order to enhance their influence in regional affairs, the regional powers have also proposed their own regional development strategies in the areas along the "Belt and Road". Take the United States, Russia and India as examples. In order to expand its influence in Asia and maintain its position as world hegemon, the United States has proposed the "Asia-Pacific rebalancing strategy" in an attempt to return to Asia. Since allied countries in Asia cannot effectively counter China, the United States has actively drawn India in a bid to create the concept of "Indo-Pacific" and extended the original Asia-Pacific border to the Indian subcontinent in the hope of containing China. At the same time, it should make use of the maritime and territorial disputes between China and its neighboring countries to constantly stir up regional conflicts and make big "China threat theories." Its essence is to weaken China's influence in Asia and the international community, curb China's development and safeguard the original position of the United States in the Asian region. On October 14, 2013, a report in the Washington Post argued that the essence of the "Belt and Road" strategy was China's counterattack to Washington. China is using the billions of dollars in investment agreement to promote the "Belt and Road" strategy. Its purpose is to connect China with the West and ensure that the energy channel is the challenge that the United States initiated on its own initiative after the rise of its power. This is a challenge to the United States "Asia-Pacific rebalancing strategy".

For historical reasons, Russia has always regarded Central Asia as its traditional sphere of influence. "Silk Road Economic Belt" Approach In Central Asia, China's promotion of infrastructural facilities and investment in cross-border trade in the region will surely increase China's influence in the region. In the long run, with the rapid development of Central Asia and the strengthening of multilateral cooperation with China, it will inevitably have weakened Russia's influence in the region to a certain extent, which is not allowed by Russia. In recent years, Russia has been trying to integrate the Central Asian region through

the strategy of "Eurasian Union" in order to push forward the process of CIS integration. Some elements of the "Belt and Road" strategy overlap with the "Eurasian Alliance" strategy. Some Russian scholars believe that the "Belt and Road" strategy embodies China's hegemonies and is a mechanism against the "Eurasian Alliance." Although Putin in May 2014 summit, Putin expressed support for the "Silk Road Economic Belt" plan, and on behalf of Russia will give up control of Central Asia. In addition, some people in Russia are also having doubts about the "Belt and Road" strategy. Once the Eurasian high-speed transport corridor between Beijing and Moscow is completed, it will bring more convenience to the Russian people while more and more Chinese people go to Russia. At present, Russia is aging and has a very low birthrate. The Chinese who stay in Russia are likely to become Russia's largest ethnic minority in the future.

India has not made a clear statement about the "Belt and Road" strategy. From 14 to 19 September 2014, during President Xi Jinping's state visit to India, President Xi Jinping discussed with Mogadishu, India's strategy for the Belt and One Road. In his remarks, Indian Prime Minister Modi indicated that he strongly agreed that the full integration of India's economic strategy with the "One Belt and One Road" strategy and the close integration of the development needs of both sides will contribute to the common development of China and India and promised to actively carry out Research and cooperation to jointly promote the building of an economic corridor between Bangladesh, China, India and Myanmar. However, the "One Belt, Road, One Road" has not been written into the joint communiqués between the two sides after the talks. Shortly after that, during Modi's visit to the United States, the joint communique said that "both sides emphasize the need to speed up the construction of infrastructure interconnections and regional economic corridors so as to promote the economic integration of South Asia, Southeast Asia and Central Asia." Not only India's leaders the attitude toward the "Belt and Road" strategy is not positive. Some Indian scholars

also hold a negative attitude toward the "Belt and Road" strategy. They think that the "Maritime Silk Road" will probably help the Chinese navy enter the Indian Ocean and affect India's national security and regional influence. "Maritime Silk Road" is actually a means China has taken to resolve the "pearl chain" strategy. After the "One Belt, One Road" strategy was launched, India also launched its own "Spice Road" and "Monsoon Program" and invested Iran's 86 million U.S. dollars in refurbishing the Chabahar port. The distance between Chabahar port and Gwadar port is about 2,000 kilometers, and Chabahar port and Gwadar port have the same positioning and strive to become the main trading port of Central Asian countries. This series of moves made by India is doubtful because India has great concerns about China's "Belt and Road" strategy and has taken countermeasures against China's development toward the Indian Ocean.(Nelo Tan, 2017)

3.2 Worries of small countries

Countries along the routes have also actively faced some concerns while actively participating in the "Belt and Road" strategy. Geopolitically, many small countries have to rely on the great powers to seek long-term protection because of their restrictions on the economic level and the level of their national defense. Although many small countries wish to take advantage of the "Belt and Road" strategy and take the express train that has emerged from the rise of China's economy, the country's economy and technological capabilities will be rapidly increased and its overall national strength will be enhanced. However, due to its longstanding dependence on the regional powers, it has to consider the political factors. For example, the view that Kyrgyzstan withdrew from China in 2013 - Kyrgyzstan - Uzbekistan railway project is subject to Russia's pressure.

From a historical point of view, many small countries along the "Belt and a-Way" are our dependents in ancient times and are unequal to our country. The historical memories of the Silk Road are just a commercial route for them and not as beautiful as we think.

From the perspective of capital input, the input of foreign capital will inevitably have a negative impact on the domestic economy,

Even affect the stability of the country's economic development. At the time China was attracting foreign investment, domestic attention was focused

In foreign input and the country's economic security. Now China, as a capital exporter, will also have small countries along the route

A similar concern concerns that the input of foreign capital will affect the country's economic security.

3.3 Safety factor

Security factors mainly include land terrorism and maritime terrorism. The "One Belt One Road" strategy faces the challenge of "the three forces" with terrorism as the core. Since the late 1990s, the dissolution of the Soviet Union caused a vacuum in the ideological, cultural and ideological fields in Central Asia. Coupled with many complicated factors such as economic, political, cultural and social issues, the "Islamic Extremist Thought" finally started to prevail and rapidly became the mainstream thinking in Central Asia. It is against this background that the "Three Forces" can rapidly grow and develop. Although these three extremist forces have different political purposes, organizational forms, scope of activities and activities, their common ground is that they are hostile to the country, endangering the community, undermining the stability and unity of the region and trying to establish the Islamic state regime with the integration of politics and religion. In order to achieve the goal of splitting the country, they used religion to deceive the public and devastated the political

stability and economic development of the region by resorting to extremist means such as explosions, assassinations, arson, poisoning and rioting. The international community has taken a great deal of manpower, material resources and financial resources to try to eliminate these stable malignant tumors in the region. However, due to the dispersion of its scope of activities and the complex political, economic, religious and social factors in the region, the "Three Forces" have always existed and been constantly implemented Sabotage For example, under the influence of the independence of five Central Asian countries, separatist forces in overseas countries have always tried to split China's Xinjiang and establish "East Turkistan." To this end, they planted and implemented a large number of sabotage activities aimed at China, causing great devastation to the stability of the region and threatening the property and personal safety of local people. The implementation of the "Belt and Road" strategy requires substantial investments in the infrastructure and other areas of the countries along the routes, as well as a large amount of trade. The existence of the "three forces" poses a threat to the investment cooperation among countries and normal trade exchanges, and has seriously affected the stability and national unity in the region.

In addition, terrorism has begun to expand into the oceans in recent years. The Southeast Asian region on the "Silk Road on the Sea" is an area where maritime terrorism is prevalent. There are many countries in Southeast Asia that believe in Islam, and terrorist extremist groups have activities in the region. Somalia is another area where maritime terrorism is active. A large number of pirates have terrorized the passing ships and have had a serious impact on maritime transport. Because of its large amount of transportation and low cost, marine transportation is the main means of international trade and transportation. According to statistics, 90% of the international trade volume is achieved through ports and ocean transportation. The maritime terrorist activities have affected the normal progress of maritime transport. What is even more serious is that once terrorist activities occur, they will

have a devastating effect on international trade. In the view of terrorist organizations, maritime vessels and port facilities are not only targets that can be attacked, but also represent the countries to be attacked by terrorism. The terrorist activities aimed at the international trade of the oceans and seas have caused huge economic losses to the countries behind them and at the same time, have caused incalculable human catastrophes.

3.4 Project implementation risk

Due to different national systems and policies and different cultural concepts, there are potential risks in the implementation of specific projects. At the institutional level, although the countries along the line have all staged their positions of cooperation at the political level, it is necessary to consider the coordination of systems and policies in the process of implementing the project in the host country in detail. For example, can the application for land for construction be promptly adopted and the customs can check whether accelerate efficiency, streamline processes and more. The existence of these problems will greatly increase the uncertainty of the project cooperation.

From an environmental perspective, large-scale infrastructure construction and industrial project construction will inevitably have some negative impacts on the natural environment. To a certain extent, this is limited by the technical level, and in the early stage of industrial development, the former is often emphasized in consideration of both economic benefits and environmental protection. Although emphasis is placed on the construction of ecological civilization is also one of the principles of the Belt and Road initiative. However, whether the balance between the two can be achieved during the actual operation is a difficult problem. If one-sided pursuit of economic benefits affects the local environment, it may lead to interference from the host country's non-governmental environmental protection organizations and international environmental organizations. This not only increases the

difficulty of implementing the project but also negatively affects China's reputation in the international community.

Judging from the capabilities of our own enterprises, our enterprises will face a completely new social environment after they go global and will start to re-learn from the aspects of law, politics, religion and culture. Due to cultural differences, Chinese enterprises should learn to follow the trend of going natives and deal with related departments in the way of local people. In addition, for the first large-scale Chinese enterprises to go global, it is the key to spreading the strategy of "One Belt and One Road" as how to strike a balance between economic and social responsibilities, and win the steady stream of cooperation will be achieved through capital advantages, technological advantages and advanced management experience.

The lack of a unified coordination mechanism among all the countries in the region cannot effectively control the investment and financing of infrastructure construction in the entire region through the existing international organizations alone. On the one hand, due to the lack of coordination mechanisms, the efficiency of the flow of capital in the region is reduced and the time value of capital is wasted in the cooperation gap so that efficient and high-quality capital cannot be used. On the other hand, although the principle of dispute settlement in the "Five Principles of Peaceful Coexistence" exists in the region, it lacks a more credible mechanism for dispute settlement and cannot be dealt with promptly and effectively when there is a dispute between investors and financiers to ensure that capital the operating efficiency. In addition, there are many infrastructure and construction projects across countries and regions, and the lack of a unified coordination mechanism will affect their financing, construction efficiency and quality.

3.5 Regional Social and Economic Cooperation and Coordination

Asian Infrastructure Investment Bank (AIIB) was formally established on January 16, 2016. It is an intergovernmental multilateral development agency in Asia that focuses on energy, transportation, rural development and urban development and logistics and other five areas of infrastructure construction. Its purpose is to promote the process of building interconnection and interoperability and economic integration in Asia and to strengthen cooperation between China and other Asian countries and regions. The AIIB currently has 58-member countries and is headquartered in Beijing.

The AIIB is the twin brother of the Belt and Road initiative and is also an important means of realizing the Belt and Road initiative. It is also an important tool for infrastructure construction in the region. By its very nature, the AIIB, as an important financing platform for countries along the Belt and Road, especially developing countries, can help solve the problem of the huge demand for funds for infrastructure construction in the countries along the line but the insufficient supply of funds by its own government.

The primary role of the AIIB is to make full use of the foreign exchange reserves of all countries. In our country, for example, our country has been one of the countries with the largest foreign exchange reserves in the world. As of the end of 2016, China's foreign exchange reserves stood at 3800 billion U.S. dollars. Although it dropped by 5436 billion U.S. dollars over the previous year, its foreign exchange reserves were still at a high level. This is also true in other countries in the Belt and Road region. On the one hand, the infrastructure in the other countries in the "Belt and Road" region lacks substantial capital. On the other hand, some countries in the region have too much foreign exchange reserves to use. At this point, the establishment of the AIIB has become a key issue.

Each shareholder of the AIIB has injected a large amount of capital, especially in our country, which accounts for 30% of the total capital of the AIIB. Through such capital

injection and follow-up investment, on the one hand, foreign exchange reserves of various countries have been put into use, and foreign exchange reserves can be used to participate in the investment in infrastructure construction in the region. While making full use of foreign exchange reserves and avoiding the devaluation of the U.S. dollar, At the same time, it also earns future returns on investment. On the other hand, the financing needs of infrastructure construction in some countries and regions in the region have been met and the infrastructure construction has been well promoted and opened up for the future "One Belt, One Road" The new situation created the conditions.

The financing needs of the "Belt and Road" infrastructure are hard to meet. While the total amount is hard to meet, the uneven distribution of investment among regions is also a big problem. As a multilateral international organization, the AIIB, with its governments as its shareholders, is an important public sector within the "One Belt and Road" region. Instead of focusing on profit-seeking, it focuses more on the externalities and overall strategies of infrastructure construction in the region. With AIIB as the main investment entity, countries in the region with relatively backward economy and political instability will get relatively efficient, stable and large-scale financing channels, and in the short term, help these countries to establish basic infrastructure systems and help them to move toward a virtuous cycle of investment and financing.

Through the international multilateral organizations in the region, a negative list will be set up in the region to include some non-compliant financing behaviors and capital management and investment behaviors in the negative list and corresponding penalties will be given (for example, some of them may not be used within a certain period of time Financial instruments, etc.). On the one hand, the establishment of a negative list gives the financier more emphasis on post-financing matters and pays more attention to the implementation of capital, efficient operation and repayment of interest or principal, so as to

ensure high-quality and efficient use of capital. On the other hand, the regulatory system is more robust. Investors, especially private sector investors, will have a better understanding of the risks of financing infrastructure in the region and will also pay more attention to infrastructure investment in the region.



Chapter 4 Strategy and Goal of “The Belt and Road”

4.1 The goal of “The Belt and Road”

China's goal of "one belt, one road" strategic vision is that it hopes to actively develop economic partnership with surrounding and other countries along the line and jointly build a community of mutual interests, economic integration and cultural tolerance, a community of common destiny and a community of responsibility. The community of interests is about to link the interests of the countries concerned to form a consortium so as to achieve common development of the economy of the Commonwealth and narrow the gap between the rich and poor of all nations. The greatest value of the community of destiny lies in the fact that each country must take into consideration the interests of other countries and the interests of other countries while pursuing its own interests. The point of "taking all interests into consideration" means the place where the interests of all countries meet and the place where the interests are linked. The community of responsibility provides each country with the responsibility of providing its country with a peaceful and secure environment for development while realizing its own development.

With the development of the world economy, the trend of economic globalization is also accelerating. The emergence of transnational corporations and the flow of international capital among countries in the world make the relations among countries closer and closer and at the same time lead to greater and greater interdependence among nations. If each country wants to realize its own interests, it must consider the interest demands of other countries at the same time and realize the common development of both sides based on the principle of mutual benefit and win-win. The financial crisis at the end of the 20th century and the beginning of the 21st century shows that the financial crisis in one country or one region will quickly spread to the neighboring countries and even the whole world and cause

tremendous damage to the world economy. Only when countries are united, help each other and form a community can the financial crisis be overcome with the least. The current international economic institutions and their operating mechanism are mastered and developed by a few developed countries. There are many unfair and imperfect places. These international agencies, which are dominated by a few developed countries, not only failed to solve or reduce the economic crisis and regional conflicts caused by economic development, but also often protected the interests of developed countries at the expense of the interests of developing countries. In addition, hegemony and power politics interpret the world economy in a self-beneficial way, ignoring the common interests of the international community and making the global economy develop in a direction unfavorable to developing countries. Therefore, building the community of interests, the community of destiny and the community of responsibility among the nations has become a realistic requirement to solve the current unequal relations between countries in the world and achieve the interdependence, mutual cooperation and common development of all nations.

After thirty years of reform and opening up, China has undergone tremendous changes. The reason for such a huge change is that China has actively integrated itself with the international community in the process of reform and opening up and, under the premise of adhering to the Five Principles of Peaceful Coexistence and in line with the concept of common development, equality and mutual benefit, has been actively developing cooperation with other countries Partnership. Moreover, while developing its own interests, China takes into consideration the interests of other countries and has achieved common development. This made China's trade relations all over the world and also gained a good international reputation. As a permanent member of the United Nations and the largest developing country, China has always stood by its developing countries in its position of fighting against hegemonies and power politics, actively protecting the interests of developing countries,

strongly condemning the imperialist acts of a few developed countries and becoming the defenders of international social justice have won the support of developing countries, mainly in Asia and Africa. All this shows that while China has achieved rapid development for many years, it has gradually developed a road suitable for the vast majority of developing countries in the world that is, building a community of interests, a community of destiny and a community of responsibility among nations.

4.2 Differentiation of the industry

As the first international cooperation strategy launched by China, the "Belt and Road" strategy has played a positive role in promoting the development of industries both at home and abroad. Domestic experts pointed out that the "Belt and Road Initiative" will include construction of industries such as infrastructure, trade, investment, energy and resources, finance, environmental protection, humanities and maritime projects. However, the promotion and implementation of this strategy should be a long-term process and will not happen in a single step. Therefore, its strategic planning should be divided into short, medium and long-term three levels: short-term planning is to achieve inter-country infrastructure connectivity; medium-term planning is to achieve business and cultural exchanges; long-term planning is to achieve common prosperity of regional economy, the formation of regional community. On February 6th, 2015, Zhang Gaoli, vice premier of the State Council, emphasized at the "One Belt and One Road" working conference that the "One Belt and One Road" project is a grand project of systems construction. We should highlight the key points, integrate the distance with the march, effectively and orderly and effectively, in order to ensure The "One Belt and One Road" construction project has started well and has taken a good start. According to the current information, with the advancing strategy of "the Belt and Road", some progress has gradually been made in the fields of international cooperation such as transfer of transport, financial cooperation, industrial cooperation and international trade.

However, from the industrial point of view, the current cooperation contents mainly focus on the transportation, finance and energy industries. From a time point of view, the transportation industry takes the priority again. The financial industry and the energy industry are closely followed by the orderly progress. Therefore, the industrial development in the "Belt and Road" strategy has the characteristics of a disorderly nature.

4.2.1 Transportation

Transportation plays a fundamental role in the "Belt and Road" construction. Through sorting out the data, we can see that China's construction of the transportation industry in the countries along the line can be divided into two stages before and after the proposed strategy of "One Belt and One Road". As early as the "One Belt, One Road" strategy was put forward, China has begun to actively promote transport construction in China and its peripheral areas, especially in Central Asia. After the "Belt and Road Initiative" was put forward, China accelerated the progress of transport construction. The construction of the "Belt and Road" took the development of China Unicom as a priority area. However, the key to the connectivity of infrastructure was the smooth transportation and the priority to developing the transport industry. The strategic start of the Belt and One Road is of crucial significance.

First of all, the transportation system is an important force in shaping the economic space pattern and is also a prerequisite for realizing the connectivity of facilities, smooth trade and common people. In order to achieve economic development, the country should rely on domestic production and consumption as well as stimulate its economy through international trade and investment. A good transportation system can reduce the transportation cost of international trade, enhance its relative advantages and increase the throughput of import and export of goods, which is beneficial to strengthening long-term economic contacts among countries and increasing the economic viscosity between countries.

At present, in advancing the "One Belt, One Road" project, in addition to building six economic corridors, China has also constructed two international freight railways linking Yulin and Zhengzhou to Europe, greatly reducing the flow of goods between China and Europe. Time costs. In addition, China has also built a railroad in the African region of Zambia, repaired the Gwadar port in Pakistan, carried out docking with the relevant countries in the transportation system and reshaped China's economic space. Second, due to the historical problems and the level of development of the countries along the line, there are various technical standards and missing sections in the transportation system.

This is the external reason why the "Belt and Road" needs to give priority to the development of the transport industry. There are currently two types of tracks in the world, one is an international standard track with a width of 1435 mm and the other is a wide track used by the former Soviet Union with a width of 1520 mm. The countries along the Silk Road Economic Belt have a large number of former Soviet Union countries such as Mongolia, Kazakhstan, Uzbekistan, Tajikistan and Ukraine. In our country's trade with these countries, we need to adjust the orbit of freight trains between the standard track and the wide track at the border, causing great inconvenience to transport and increasing the transportation cost. In addition, most of the countries along the Belt and Road are lagging behind in transport infrastructure.

In some countries, there are no railways open to traffic so far. In some countries, the road network is very sparsely populated. For example, the economic development has been affected by factors such as political instability and protracted war, so far there are no railways in Afghanistan and Laos so far. Vietnam, which has the highest road density, has only one-half of that of South Korea and 18% of Japan. Thirdly, the transportation industry involves many contents and giving priority to the development of the transportation industry. It can not only promote the development of other related industries, but also facilitate the outward

transfer of the production factors of labor, technology, production capacity and capital in our country.

To sum up, the transport industry has a huge impetus to the economic and social development. Only by giving priority to the development of the transport industry can the transportation industry lay a good foundation for further building the "Belt and Road" and the regional economy.

4.2.2 Financial Industry

The financial industry has a supportive role for the "Belt and Road". The current financial support for the "Belt and Road" strategy mainly consists of policy-oriented international banks and industrial funds that provide loans and investment. Among them, key projects include the Asian Development Bank, the BRICS New Development Bank (CDB), the SCO Development Bank and Silk Road Fund. In addition, China is also actively exploring and carrying out financial cooperation projects with countries along the economic corridor.

The development of the financial industry is a realistic need for advancing the strategic development of the "Belt and Road" and can provide all-round financial support for the implementation of the strategy.

First of all, the development of the financial industry can meet the investment and financing needs of infrastructure construction. There are large differences in the level of industrialization between 63 countries along the route. For example, some of the five Central Asian countries are in the early stages of industrialization while others are in the late stages of industrialization. Most of the countries in Southeast Asia and South Asia are in the early stages of industrialization. In contrast, most of Central and Eastern Europe and Western Asia and the Middle East are in the later stages of industrialization, and only one country is in the

early stages of industrialization. Many countries along the line are not well-equipped to support large-scale infrastructure construction. According to the calculations of the Asian Development Bank, if Asian countries want to maintain the existing level of economic growth in the 17 years after 2010, they will need at least 8 trillion U.S. dollars in investment in infrastructure. Rely on the Asian Development Bank and the World Bank's financial reserves, is far from meeting demand. At the same time, the "Belt and a Road" infrastructure construction project has the features of large fund demand, long investment term and low rate of return and must be supported by relying on the development of the financial industry.

Second, trade finance and currency settlement in countries along the lines require financial sector support. The industries in the countries along the line have the characteristics of strong complementarity in structure and huge space for development. In 2014, China's total trade with the countries along the route exceeded 1 trillion U.S. dollars, accounting for one-fourth of China's total foreign trade. According to the relevant estimates, the average annual trade growth between China and other countries along the route will be between 15% and 25%, which implies a huge demand for trade finance. China's commercial banks have relatively mature trade finance experience and can provide financing support to them through credit loans, mortgage loans and cross-border financial services.

Thirdly, the countries with relatively high levels of development along the line have a large amount of domestic savings and foreign exchange reserves, and there is a need for asset investment and wealth management. The development of the financial industry can provide them with more choices of investment channels and raise the level of domestic savings and foreign exchange reserves Utilization rate, but also can provide risk guarantee for capital investment in the "Belt and Road" construction. At present, China has about 3.9trillion U.S. dollars of foreign exchange reserves. Its investment is mainly for the purchase of treasury bonds in the United States, Europe and Japan, of which U.S. government bonds account for

more than half. Although the national debt is relatively safe, its profitability is relatively poor. The development of the financial industry can help Chinese enterprises to go global and find new investment channels for China's foreign exchange reserves in the countries along the line so as to increase the utilization rate and yield of foreign exchange reserves. With deepening financial cooperation between countries represented by the Asian Development Bank and the Silk Road Fund, China's financial services industry is actively going abroad and has cooperated with countries in Southeast Asia, South Asia, Central and Eastern Europe and other regions to achieve the goal of financial accommodation. As of August 21st, 2016, the People's Bank of China has signed bilateral currency swap agreements with 21 central banks along the country. (AISA DEVELOPMENT BANK, 2017) The AIIB and Silk Road Fund have also started operations, providing adequate financial security for the "Belt and Road Initiative."

4.2.3 Energy Industry

From a strategic point of view, the development of energy industry can solve China's energy shortage as soon as possible, and at the same time it can promote the economic development of neighboring countries.

First, expanding access to oil and gas resources is an important strategic objective of building the "Belt and Road". With the acceleration of the pace of China's construction in recent years, the demand for energy also shows a trend of increasing year by year. At present, China's oil and gas energy imports mainly through the Malacca Strait maritime transport, access to a single channel, a greater strategic risk, the need to expand access to oil and gas resources. Central Asia not only borders on our country, but also has abundant oil and gas reserves in the region, second only to the Middle East. Russia is also a rare natural gas

resource. In this regard, the oil and gas resources of such countries are transported to China via land-based oil and gas pipelines, and the construction of China's onshore energy passage can reduce the dependence of China's energy imports on the shipping of the Malacca Strait, ensure the national energy security and reduce the country's strategic risk.

Secondly, the development of the energy industry can promote the economic development of the countries concerned and provide impetus for the "One Belt, One Road" construction. Most developing countries in the world have a sluggish power development. There are widespread problems such as the aging of power equipment, backward infrastructure, imperfect power network, insufficient power supply and low per capita electricity consumption. The existence of these problems has restricted the development of the country's manufacturing industry, thus affecting the pace of economic development. However, some countries have rich resources, such as Central Asia has abundant oil, natural gas and coal resources, while Southeast Asia has a wealth of water resources. The existence of these resources provides the material basis for the development of the power and energy industry. The development of the energy industry can not only promote the economic development of these countries, but also provide impetus to the development of other industries under the "One Belt and One Road" project. On September 27, 2015, Chinese President Xi Jinping attended the UN Development Summit in New York's UN headquarters and delivered an important speech entitled "Seeking Partnership for Sustainable Development." He proposed that China initiate discussions on building a global energy Internet and promoting clean and Green way to meet global electricity demand.

As of August 20, 2016, China's capacity-building cooperation with other countries along the country continued to deepen. The scale of various cooperation funds has exceeded 100 billion U.S. dollars. In addition, China has reached important consensus with Germany,

South Korea, France, Britain and other countries on jointly exploring the third-party markets along the route.

4.2.4 Other Industries

In addition to transportation, finance and energy industries, experts in relevant fields in China also actively explore and study the promotion of other industries.

For example, in terms of cultural industries, in 2014, the Ministry of Culture and the Ministry of Finance jointly issued the Guiding Opinions on Promoting the Development of Distinctive Cultural Industries, which pointed out that the power of all parties should be mobilized to promote silk relying on the abundant cultural resources along the Silk Road culture zone construction. Wei Pengju, dean of the Institute of Cultural Economy of the Central University of Finance and Economics, analyzed the specific cultural industries in our country and pointed out the difficulties in financing the development of special cultural industries. In response to this question, Mr. Wei believes that in addition to the demonstration and guidance of government funds, the development of the financial industry should be promoted so as to boost the development of the special cultural industry. Wang Ching-kung, dean of Beijing Zhong Chu Culture and Financial Industry Research Institute, believes that the core of innovation driven by cultural industries is in finance. Associate Professor of Economics, Zhejiang University Jingnai King believes that the development of culture and the arts industry should pay attention to the return and return on investors.

In the information industry, Chairman Xi Jinping emphasized at the "One Belt, One Road" construction forum held in August 2016 that the cross-border interconnection and interoperability should be carried out under the "One Belt and One Road" initiative. And to create a full range of interoperability pattern, not only need to speed up the improvement of transport infrastructure, but also to strengthen the Internet, communications and other

information infrastructure. Ren Xianliang, deputy director of the State Internet Information Office, said that all the "Belt and Road" are developing countries along the way and that we have much room for cooperation with these countries in the Internet field. Zouping Zou, chief researcher of the People's Bank of China, pointed out in an interview that "Belt and Road" is the integration of information flow, capital flow and logistics. It needs the support of the supply chain financial system and extends China's value chain to the "All the way" country.

To sum up, the "One Belt and One Road" strategy is based on infrastructure construction as a priority area, focusing on the development of the transport industry. In the process of industrial promotion, the transportation industry was taken as a breakthrough point to actively develop the financial industry and energy industry, which laid the foundation and support for the subsequent progress of other industries.

4.4 The "Belt and Road" Effectiveness on China Policy

With the "One Belt and One Road" strategy, China has led and set up Asian Infrastructure Investment Banks jointly with other countries along the route. At the same time, Silk Road Fund has been set up to provide investment channels for social funds and realize the rational allocation of social funds. By using bilateral and multilateral mechanisms to cooperate with the countries along the routes, China has made outstanding achievements in the strategic promotion of the "Belt and Road Initiative," which has played a positive role in promoting the economic development at home and abroad.

4.4.1 Effect on the domestic

Since its implementation, the "Belt and Road Initiative" has played a significant role in promoting the economic development in the country. From the perspective of foreign trade, China's total import and export value in the first half of 2015 was 116300U.S. dollars, of which the total value of imports and exports with the countries along the "Belt and Road"

was 40000 U.S. dollars, accounting for about 29% of China's total foreign trade value over the same period. In addition, bilateral trade volume with ASEAN countries was 138 million yuan, up 1.6%; bilateral trade with India reached 209.6 billion yuan, up 1.89%. Comparing the exports between China and other countries, China's exports in the first half of 2007 were 1.099 trillion U.S. dollars, up 2%. On the other hand, exports from the rest of the world in January-January show a 6% decrease in U.S. exports, a 5.9% decrease in South Korean exports, a 7% decrease in South African exports, a 8.1% decrease in Japan's exports and a 18.9% decrease in India's exports. , Brazilian exports fell 17.1%. The EU's exports fell by 13.8% in January-April.

In terms of external investment, in the first half of 2015, Chinese enterprises made direct investments in 49 countries along the "Belt and Road" with a total investment of 7.05 billion U.S. dollars, up 24.4% over the same period of last year. Investment flows mainly to Southeast Asia, Singapore, Indonesia, Thailand and Kazakhstan and Russia. China's investment in ASEAN grew by 95% over the same period of last year.

From the utilization of foreign investment, from January to June 2015, including Hong Kong and Taiwan, the United States, Japan, Britain, France, Germany and other dozens of countries and regions have invested in our country. Total foreign investment of about 63.99 billion US dollars, an increase of 8.1%, accounting for the first half of 2015 the amount of 95% of the actual amount of foreign investment in the country. From January to May 2015, a total of 780 foreign-invested enterprises were set up in China by countries along the line, an increase of 15.2% over the same period of last year. From the perspective of foreign contracted projects, in the first half of 2015, Chinese enterprises along the "One Belt and One Road" contract a total of 1,001 overseas contracted projects with a newly signed contract value of 38 billion U.S. dollars, accounting for approximately the amount of newly signed

contracts with foreign contracted projects 44%; a total turnover of 26.8 billion US dollars, accounting for 45% of the total amount over the same period.

4.4.2 Effect on foreign countries

The "Belt and Road" strategy has had a tremendous impact on China's foreign trade, foreign investment, attracting and utilizing foreign investment. It has also helped Chinese enterprises to go global and promote the economic development of the countries along the country through the project of foreign contracted projects.

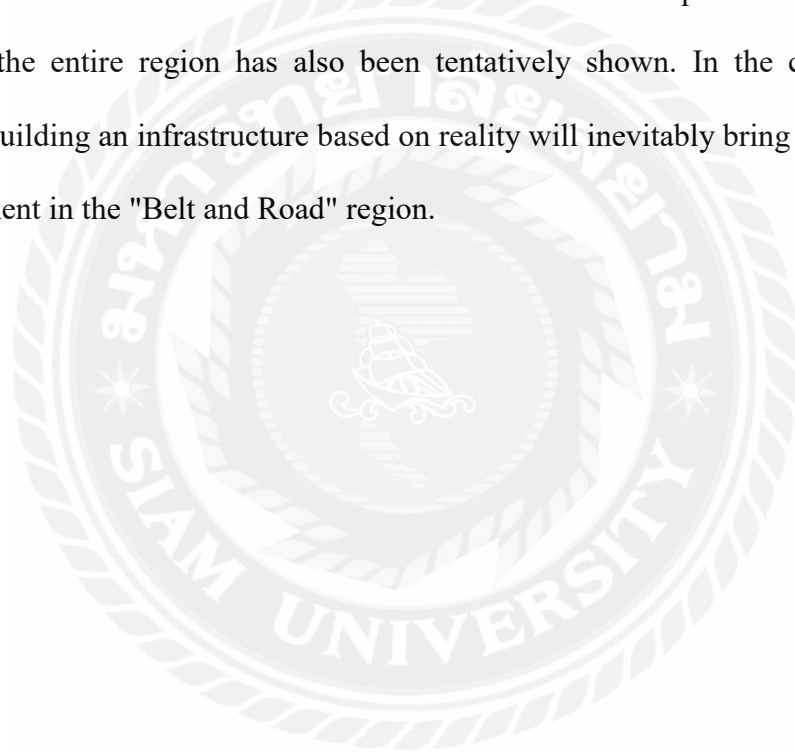
As of the first half of 2015, China has more than 71 cooperative projects under construction along the "Belt and Road". China not only invested 8 billion U.S. dollars in the infrastructure it built, but also brought about 10 billion U.S. dollars investment in the construction area for its enterprises in the zone. The annual production value is expected to exceed 23 billion U.S. dollars. 200,000 jobs can be created for the local community. At the same time, China has also made fruitful achievements in industrial parks and special economic zones that have invested in countries along the routes. For example, Thai Rayong Industrial Park has achieved a production value of 3.75 billion U.S. dollars. While more than 80 million U.S. dollars has been added to local taxes, more than 3,000 local employees have been recruited. The special economic zone of Sihanoukville in Cambodia was settled by more than 58 Chinese anti-light and light industry enterprises and solved the employment problem locally.

4.5 Summary

The speed of economic and social development in the "Belt and Road" region is greatly affected by the progress of infrastructure construction in the region. At present, the infrastructure in the region is not satisfied with the development of the region. With the deepening of "One Belt and One Road", the financing situation in the region will encounter

various problems in promoting the infrastructure construction. Through research, the financing channels in the region mainly There are three channels of direct government investment, private capital investment and foreign investment. However, judging from the status quo, infrastructure financing in the Belt and Road may face such problems as large financing volume, insufficient private capital, insufficient cooperation among countries, and mismatch of investment and financing.

In the two years after the "One Belt and One Road" was put forward, some achievements have been made in the "Belt and Road" and its role in promoting the entire area of China and the entire region has also been tentatively shown. In the course of future development, building an infrastructure based on reality will inevitably bring about an overall rapid development in the "Belt and Road" region.



Chapter 5 Conclusion

5.1 Political level

The strategy of “The belt and road” has broken the strategic bias of China's diplomacy towards passive defense. It is the change of China's diplomacy to a positive and active strategy. The adjustment of the strategic direction is a symbol of the rise of China's great power. In the ever-changing situation of the world, China has long pursued an independent foreign policy of peace, which has not only developed a peaceful and stable environment for domestic development, but has also actively won the world in dealing with international issues. Respect. China as a world power, as a responsible country in the world, with its various aspects of development, its role and status has become increasingly important to promote the development of the world is responsible for the country's bounden things, China's "All the way" strategy is based on this background, it is to seek China's own development needs at the same time, driven by different countries in the world to develop a common strategy. Coupled with the development of the current world is still facing many contradictions and conflicts, many countries are calling for more, stronger peace and stability to participate in the process of building the world's development, I believe that with the "one way" strategy Advancing, it brings to the world that the world will be better development, the world is more diverse, the world is more stable. "A way" strategy for international political influence brought about changes in the world pattern, the development of China's domestic politics will also play a positive role, a safe and stable international political environment is conducive to the stability of China's political reform forward. The current political reform in China can be described as quite complex, not only in the face of international political public opinion pressure, but also internal political development and reform is also very strong, if the "one way" strategy can be effectively implemented for the world to bring development in

different countries, Then the international political opinion on China will become more friendly relative, on the other hand, "one way all the way" strategy for the Chinese economy will bring development dividends, this dividend on China's political reform and development will play the role of lubricant, in the face The distribution of benefits of political reform can be resolved when a certain resistance, which is conducive to China to achieve the objectives of various political reform. China's various political reform goals are effective in the future, for the benefit of future generations of good things, so from this side can also be seen " The belt and road " strategy is not only reflected in the simple history of the pulse, part of the economic cooperation, and from A large original intention to see the strategy is Hong Tao is reflected in the Chinese leadership of the development of China's well-intentioned, through political development for the people's welfare is also the essence of the Chinese Communist Party ruling for the people.

In the history point of view, the trail of the Silk Road is generally considered from the Western Han Dynasty period, when Zhang Qian in order to make Asia, the western region, opened up the history of the famous Silk Road, although many people have different interpretation of the Silk Road, But the more recognized view of the land on the Silk Road is a business road. Maritime Silk Road refers to the ancient China and the rest of the world economic and cultural exchanges between the sea channels, a clearer line of the Silk Road route with Zheng He's voyages. Now the Silk Road on the sea is generally believed to be a series of port network formed between the East and West International Trade Network. In China, there are mainly Quanzhou, Guangzhou, Ningbo, three major ports and other regional ports, of which Quanzhou is the only UNESCO recognized the starting point of the sea silk. They are not only a simple road, but also a series of major trade routes, the establishment of these trade routes to help China, India, Persia, Arabia, Greece, Rome and the Mediterranean countries to establish trade and cultural ties. Today, by Silk Road, put forward the "one way

all the way" strategy, not only reflects the desire of our country and the majority of countries in the world, and seek common development, and revitalize the region, and symbolize the great rejuvenation of the Chinese nation is a step forward The

5.2 Economic significance

" The belt and road " strategy to bring the most direct impact should be the first reflected in the economic level, the impact of world politics, the effect is expected to be a certain lag, but does not affect the "one way" strategy as a full strategic design The We all know that in the strategic cooperation in promoting China's "all the way" strategic cooperation, the country is to promote the development of infrastructure construction, economic and trade cooperation, through infrastructure and economic and trade cooperation, direct promotion of bilateral economic development, is the most effective "one way" strategy Model, and then through the strengthening of the economic ties between countries, which in the cultural and political have been further affected. However, in the course of the actual operation of bilateral economic and trade cooperation, we must first have a good infrastructure as a guarantee, with the foundation and then a deeper level of economic cooperation, this multi-level cooperation in the process of cooperation will lead to political and Cultural exchanges and communication, small projects sometimes need cultural ties for lubrication, large projects are necessarily from the political level can actually promote the development. In view of this, the "cooperation with the way" strategy to economic cooperation as a starting point is the right way, not only to bring the real economic interests of the partners, but also in line with China's "one way" strategy as a comprehensive development strategy aims. From the economic development point of view, "with all the way" strategy is a need for China's economic development. At present, China is in a critical period of transition to the opening up of the regional structure, and the strategy of "all the way" is adapted to this development need. As we all know, China's reform and opening up

has been developed for nearly 40 years, when the Third Plenary Session of China put forward to fully implement the reform and opening up, at the beginning, in order to develop, select a number of pilot as China's special economic zones to build The In 1980, Shenzhen, Zhuhai, Shantou and Xiamen became the first batch of approved special economic zones, and in 1988, Hainan was set up as a special economic zone. With the development of the SEZs, China has further developed and developed some coastal ports in different provinces and Shanghai Pudong New Area, and gradually formed a new situation of opening up the country. However, due to the policy guidance at that time, China's early period is the focus of the Southeast coast as the outside, Guangdong, Fujian, Jiangsu, Zhejiang, Shanghai and other provinces and cities to develop and become the beneficiaries of early policy, China's Midwest The region began to strive for the development of the late, but in economic development has played a "catcher" role, which to some extent exacerbated the eastern, central and western regions of the imbalance. China's "one by one" strategy, which focuses on the contents of the land on the Silk Road, the land on the Silk Road is starting from the west, mainly through the western trade corridor leading to West Asia and Europe, with land The revival of the Silk Road, China's opening up in the western region will make a major breakthrough in the geographical pattern, can improve the current regional development of China's imbalance, the central and western regions, although the population is not coastal provinces, but the land area accounted for one-third Second, in order to achieve the great rejuvenation of the Chinese nation, we must solve the development of China's central and western regions, while many provinces in the central and western regions of China's inland border provinces, the development of these provinces can also be bilateral and bilateral development of neighboring countries Bringing about the benefits, by improving the economic level of these provinces and promoting the development of trade in the border provinces, so that China's opening up more comprehensive, the current central and western provinces GDP growth rate

is constantly catching up with the coastal provinces, with the "one way" strategy Depth, it is likely that in the future to boost the central and western provinces to become a new development of China's economic growth Force. In addition, the "one way" strategy is conducive to China's international economic and trade cooperation and economic and trade mechanism transformation. China joined the WTO in 2001 and became a member of the World Trade Organization after a long period of hard work. Although this is a good thing for China, the WTO's international economic and trade mechanism is unanimously abided by the majority of member states. China's accession to the WTO has broken through a few countries to block the Chinese economy and won the space for the steady development of China's economy The But China's real trade economic mechanism and the international trade mechanism is still a certain gap, to be based on the international community, become a real trade power, China will need to establish a perfect mechanism with the international community, so as to reduce China and other countries Of the trade friction, to further realize China's opening up. In recent years, a small number of developed countries to seek new development, try to bypass the developing countries, in the international trade mechanism in the development of innovation, to seek new trade cooperation mechanism. The idea of seeking new development is understandable, but there are also suspicions of creating new trade barriers that are not conducive to the development of trade in developing countries. China in order to maintain the continuous development of their own economy, we must always pay attention to the development trend of international economic and trade mechanism, and have the appropriate measures to cope with various potential risks. "One way all the way" strategy is timely, on the one hand to strengthen the construction of China's free trade zone; on the one hand to respond to changes in international economic and trade mechanisms to provide flexible decision-making space. In the strategic planning, China will be a number of free trade zones as an important development projects, with the development

of the advance, China will form a number of internationally competitive free trade zone, which is China's trade reform, and maintenance of China International Trade status plays an important role. "Along the way" strategy to build a wide range of lines across Asia, North America, connecting the EU, including a number of developed countries. Its construction can not only promote China's economic development, but also to a large extent, to strengthen China's all-round cooperation. In this process through the regional countries in science and technology, transportation, industry and other aspects of the field of exchanges and cooperation and development, to achieve the national economic strategy docking, complementary advantages. In the inheritance of the country's own traditional development at the same time, but also for the development of different countries bring unexpected reform and innovation.

5.3 Cultural level

Culture is the spirit and soul of a nation. Culture is more embodied in the cultural strength of a country, generally believed that soft power, including culture, values, influence, moral standards, cultural appeal and other aspects, and the country's GDP, hardware and other hard power to distinguish. At present, many countries have made the development of national cultural soft power as an important strategy for national development, because soft power has a strong positive effect on national cohesion development and ideological attraction. To improve the image of the country in the international community and promote the exchange between the state and the international community also play a positive impact. China is affected by the ideological struggle of the more serious countries, enhance the cultural soft power to ease the ideological confrontation, so that cultural ideas more inclusive. In China, Confucianism has a very traditional historical position, its ideological connotation of benevolence, righteousness, ritual, intellectual, and letter combined with the development of Chinese socialism has formed a new era of Chinese socialist values, "one way" strategic

cooperation principles and development vision It is conceived that, in the context of the diversity of political and cultural backgrounds of the "regional unions" regional countries, the common development of the majority of the United States embodies the traditional Confucian culture of reciprocity and harmony, and its strategic design has laid us Their own national cultural soft power of the brand, with the "area along the way" strategy in different countries to promote the country, from the Silk Road, the history of exploration and "all the way" strategic cooperation in reality, people will certainly be more and more found in China Cultural influence, and these are the Chinese culture of soft power to enhance the performance of the Chinese dream is also inseparable from the cultural soft power to enhance. "One way" strategy implementation, the recent focus on seeking economic development

Cooperation is a short-term strategy in the moment, but with the "one way" strategy of cooperation, dissemination of Chinese culture,

Enhance the soft power of Chinese culture is the implementation of the strategy is a core requirement. Simply spread between China and the rest of the world

The history and culture of the Silk Road is not enough, scholars should explore these historical and cultural bases based on China's own.

The cultural characteristics of the continuous extension of development, reflecting the Chinese culture on the development of the world's positive significance, so that China's culture more worldwide.

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