

Analysis of the “One Belt and One Road” Strategic Decision

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Abstract. Since the beginning of reform and opening up, Chinese economy has developed rapidly, its economic aggregates ranks second in the world, and its international status has also been continuously improved. In order to promote the strong development of Chinese economy, promote the steady growth of the world economy and break the Western-dominated global economic system, China has put forward the “One Belt and One Road” strategic decision. It deeply understands that this strategic decision has made significant progress in promoting the Chinese economic development, promoting the global economic recovery, strengthening regional cooperation and changing the global economic landscape. The contribution also shows that they look far ahead - aim high and have strong leadership with General Secretary Xi Jin-ping, China has laid a solid foundation for realizing the great dream of Chinese rejuvenation.

Keywords: the “One Belt and One Road”; Strategic Decision; strategic layout; Innovation and development.

1. Introduction

At this stage, the world's economic growth needs a new impetus, the development needs the a generalized balance, the gap between the rich and the poor increases, the regional hot spots continue to be fluctuate, and a series of issues such as the spread of terrorism pose severe challenges and challenges to all humankind. For the continued expansion of the “silk road spirit”, for the stable and healthy development of the global economy, for the rebalancing of the global economy, and for the development of a balanced national economy. In 2013, China made the major strategic decision of the “One Belt and One Road” for the “Silk Road Economic Belt” and “21st Century Maritime Silk Road”, which provided China's wisdom and China's plan for the development of the world economy, which is of historical significance.

2. The Strategic Objectives of the “One Belt and One Road” are Clearing

General secretary Xi Jin-ping pointed out: The strategic goal of the “One Belt and One Road” is to adhere to the principle of “joint discussion, joint construction, and sharing”, to build a platform based on “peaceful cooperation, openness, inclusiveness, mutual learning, mutual benefit and mutual benefit.” It is guided by the “Pro-Honors” concept and adopts the strategy of “policy communication, implementation of Unicom, unimpeded trade, financial financing, and people-to-people”. Together with countries along the route, it builds a community of interests, a community of responsibility, and a community of destiny.

2.1 We Always Adhere to the Concept of “Win-Win Cooperation, Openness and Inclusiveness”

We will unswervingly follow the path of peaceful development, uphold the diplomatic concept of “pro-Honker” and carry forward the spirit of “win-win cooperation, openness and inclusiveness”, and develop diplomatic relations with neighboring countries along the line to develop “good neighborliness, friendship, peace, and tranquility” , Focusing on the connection between its own development strategy and other countries' development strategies, focusing on the convergence of its own capital, technology, and superior production capacity output with the actual needs of countries along the route, seeking strategic integration points and interest convergence points.

2.2 We Will Focus on Strengthening Cooperation and Development with Emerging Markets and Developing Countries

We must coordinate the development relations between China and developed countries or emerging markets and developing countries, and focus on strengthening trade and investment and industrial cooperation with countries in Southeast Asia, South Asia, the Middle East, Africa, Central Asia, and Central and Eastern Europe, for going abroad for investment and industrial cooperation, establishing a global production and marketing network, and nurturing a new platform for international economic cooperation. By mainly addressing the domestic capital output and surplus advantageous capacity transfer, we will break the dominant position of developed markets such as the United States, Japan, and Europe, and increase our position and influence in global and regional economic systems.

2.3 We Will Try our Best to Coordinate the Development of the Sea and the Road, East and West

We will resolutely safeguard China's maritime rights and security and sea lane safety, open up an open corridor for Asia-Europe economic cooperation, and realize the interconnection and interoperability of national infrastructure along the route, and be safe and efficient, for Safeguarding the safety and reliability of China's overseas land transport corridors, promoting the formation of a macro-economic cycle and a geo-strategic strategy for the overall planning of land and sea, and reducing excessive reliance on the Malacca Strait by China's foreign trade goods and energy resources, making full use of the international market and foreign resources to win greater international strategic space for China's future development.

3. The Strategic Decision Layout is Scientifically Accurate

The "One Belt and One Road" is no longer the Chinese people's meticulous exploration in the face of external strange world. It is a top-level design for the whole world and a conscious choice for the rise of the great nation.

3.1 The "One Belt and One Road" First Proposed Precise Position

In September and October 2013, General Secretary Xi Jin-ping proposed the "Silk Road Economic Belt" and "the 21st Century Maritime Silk Road" initiative in Kazakhstan and Indonesia respectively. Why choose these two countries? From the strategic layout, we can see that when choosing the location for the first time, our country has made important deployments based on the domestic and international environment:

"One-up": Kazakhstan. Kazakhstan is located in the inland region of Central Asia. the country with the largest land area in Central Asia, It spans Asia and Europe and is the only place to go from east to west and from west to south, at the same time, Azerbaijan and Iran can be reached via the Caspian Sea, and the Azov Sea and the Black Sea can be reached through the Volga River and the Don Canal. Since the establishment of diplomatic relations between China and Kazakhstan in 1992, the ups and downs have gone through 25 years, step by step, and steadily moving forward. In 2011, the two sides announced the development of a comprehensive strategic partnership. Kazakhstan is bordered by China's Xinjiang, which is the first stop of China's implementation of the "One Belt and One Road" strategy and the key channel to Europe. In this selection, the "Silk Road Economic Belt" was proposed, the purpose is to better strengthen the friendship and relations between China and Kazakhstan, further expand the trade and exchanges between the two sides, strengthen the political foundation of the two countries, increase mutual political trust, and ensure the smooth implementation of the "One Belt and One Road" strategy.

"Once-click": Indonesia. At this stage, China-Indonesia relations are in the best period in history. The two countries reached an important consensus on deepening the strategic partnership. Indonesia is located at the intersection of the Indian Ocean and the Pacific Ocean and sits on strategic maritime routes such as the Malacca and Lombok Straits. It is a transportation hub for communication between

Asia and Oceania, the Pacific Ocean and the Indian Ocean. It is a key node in the “21st Century Maritime Silk Road” connecting Oceania, Europe and Africa. At the same time, Indonesia's “Global Ocean Fulcrum” strategy is highly compatible with the “Belt and Road Initiative” proposed by China. Currently, the two major development strategies are well-connected. The two countries agreed to work together to create a “marine development partner.”

“One-up” and “one-click” represent the development path of the “One Belt and One Road” strategy, which is of far-reaching significance. Although they are separated by miles, their meaning and role are the same. The purpose is to strengthen economic cooperation, policy communication, and cultural exchange among countries along Central Asia, Europe, and Africa.

3.2 The Six Strategic Decisions of "Economic Corridor" are Comprehensively Covered

China has made strategic plans for the “One Belt and One Road” strategic building of my important purpose of trans-regional economic integration, that is, six “economic corridors”. such as China-Mongolia-Russia Economic Corridor, New Eurasia Continental Bridge Economic Corridor, China-Central Asia-West Asia Economic Corridor, China-Indochina Peninsula Economic Corridor, China-Pakistan Economic Corridor, and Bangladesh-China Economic Corridor. The six “economic corridors” are the material carriers of the “One Belt and One Road” strategy. The China-Pakistan Economic Corridor is a key hub that runs through the North-South Silk Road, linking the “Silk Road Economic Belt” to the north and the “21st-Century Maritime Silk Road” to the south.

3.3 The “One Belt and One Road” Strategic Decision of Success

General Secretary Xi Jin-ping clearly pointed out in the report of the 19th National Congress: China adheres to the basic national policy of opening to the outside world and insists on opening the country to engage in construction. Actively promote the “Belt and Road” international cooperation, and strive to achieve “policy communication, facilities links, unimpeded trade, financial financing, public sentiment,” to create a new platform for international cooperation, add a new impetus for common development.

3.3.1 The Policy Communication

It is key to the “One Belt and One Road” strategic development. In line with the principle of seeking common ground while reserving differences, China has negotiated and formulated plans and measures for promoting regional cooperation, established a common market that is coordinated with market rules and policy rules, and realized strategic matching and complementing each other's advantages. It has given policy and legislation a green light for strategic implementation. In the past four years, China has signed cooperation agreements with more than 40 countries and international organizations, and cooperated with more than 30 countries in institutionalized production capacity. Actively connect with European “Juncker Plan”, Kazakhstan “Road to Light”, Russian “Eurasian Economic Union”, Mongolian “Road to Grassland”, Indonesian “Global Marine Fulcrum”, Indian “Monsoon Plan” and Korean “Eurasian Initiative”. By docking policies, all parties achieved the effect of “one plus one is greater than two.”

3.3.2 The Facility Connectivity

It is the premise of The “One Belt and One Road” strategic development. “Road access and business development”, there is no interconnection and cross-border channels and information network, the economic belt is lack of support and carriers. China and the countries along the route have basically formed leading economic corridors such as the China-Pakistan, China-Mongolia-Russia, and the New Eurasian Continental Bridge, with land, sea, and air passages and information highways as their skeletons. Relying on major projects such as railways, ports, and pipeline networks, a complex infrastructure network is built. In the past four years, China and the countries along the route have jointly promoted projects such as The Jakarta-Vientiane’s High-speed Railway, The China-Laos’s Railway, The Ethiopia-Djibouti’s Railway, and the Hungary-Serbia’s Railway, The construction of the Gwadar Port in advance, the second phase of the China-Pakistan’s Karakoram Highway, and the China-Russian’s crude oil pipeline double-track project. The great progress was

made in the construction of China-Russian and Central Asian's oil and gas pipelines, Piraeus Port of Greece. the launch of a unified brand of China-Europe Classes, with a total of nearly 3,000 columns.

3.3.3 The Trade Unimpeded

It is the core of the "One Belt and One Road" strategic development. The "One Belt and One Road" connects the Asia-Pacific Economic Circle and the European Economic Circle. The market size and potential are unique. China and other countries along the route are actively promoting trade and investment facilitation, eliminating trade barriers, reducing trade and investment costs, improving the speed and quality of regional economic cycles, and achieving mutual benefits and win-win results. According to statistics, from 2014 to 2016, China's total trade volume with countries along the "Belt and Road" exceeded US\$3 trillion, and China's total investment in countries along the route exceeded US\$50 billion. Chinese enterprises have already established 56 economic and trade cooperation zones in more than 20 countries. , Creating nearly 1.1 billion U.S. dollars in taxes and 180,000 jobs for the countries concerned. In the "Belt and Road" International Cooperation Summit Forum, a number of docking cooperation agreements and action plans have also been signed, and more than 60 countries and international organizations have jointly launched the initiative to promote the "One Belt and One Road" trade unimpeded cooperation.

3.3.4 The Financial Intermediation

It is the focus of the "One Belt and One Road" strategic development. Financial Intermediation, under the current account and under the capital account to achieve currency exchange and settlement, reduce the cost of circulation, enhance the ability to withstand financial risks, improve the regional economic international competitiveness. China has carried out various forms of financial cooperation with participating countries and organizations in the construction of the Belt and Road Initiative. The Asian Infrastructure Investment Bank has provided US\$1.7 billion in loans for nine projects of the "Belt and Road" construction participating countries, and the "Silk Road Fund" has invested US\$4 billion. China and the "16+1" Financial Holding Company in Central and Eastern Europe were formally established. From 2015 to 2016, China's global non-financial direct investment flows totaled 315.78 billion U.S. dollars, of which direct investment flows to countries along the "One Belt and One Road" route was 29.35 billion U.S. dollars, accounting for 9.3% of the global direct investment. The proportion of China's investment cooperation with countries along the "One Belt and One Road" is much lower than that of trade cooperation, and there is still great potential for investment cooperation. By the end of 2016, Chinese enterprises had established 56 overseas economic and trade cooperation zones in countries along the "One Belt and One Road". The accumulated investment exceeded 18.55 billion U.S. dollars and the host country's taxes and fees were 1.07 billion U.S. dollars, creating 177,000 jobs for the local people.

3.3.5 The Common People.

It is fundamental of the "One Belt One Road" strategic development. The ancient Silk Road that has lasted for nearly two thousand years is not only the "road to trade and logistics" in terms of economic significance, but also the "people's road to the common ground" of cultural significance. In the construction of the "One Belt and One Road," China insists on respecting the cultural customs of various countries, and on the premise of protecting cultural diversity, strengthen people's friendly exchanges and increase mutual understanding and traditional friendship. We will continue to strengthen cultural exchanges and raise the folk culture established in history to more extensive exchanges and cooperation between countries and nations, culture, education, health care, and religion. The Chinese government provides 10,000 government scholarships each year to relevant countries. Local governments have also established special Silk Road scholarships to encourage international cultural and educational exchanges. Various cultural cooperation projects such as the Silk Road Cultural Year, the Tourism Year, the Arts Festival, the Film and Television Bridge, the Seminar, and the Think Tank Dialogue have been flourishing. People have frequent exchanges and have been able to draw closer to the heart and mind in the exchange. According to statistics, China has established 134 Confucius Institutes and 130 Confucius Classrooms in countries along the route,

and nearly half of the Chinese students from China are from countries along the “One Belt and One Road”. China has established 10 overseas Chinese medicine centers in countries along the route.

4. Innovation and Development of the “One Belt and One Road” Strategic Decision

With the continuous development of economic globalization, between countries, between regions and regions, countries, regions and organizations in order to recover and develop the economy, Sharing resources, technology, and funds, established extensive contacts and cooperation, and produced a variety of international cooperation models. In order to change the "Western-led" model of cooperation, The “One Belt and One Road” strategy is expected to emerge. It is a change and innovation in the international cooperation model, and will influence and change the international economic model and system.

4.1 Created a New Model of International Cooperation

With the increasing degree of economic globalization and the frequent exchanges among countries, international cooperation will surely become a trend of normalization, scale, and institutionalization. In 2009, the United States made a strategic adjustment of “returning to pressure”, Promoted the establishment of the Trans-Pacific Partnership Agreement (TPP) and the Transatlantic Partnership Agreement (TTIP). The two agreements, on the surface, emphasize a high degree of openness and strengthen international cooperation. However, the reality is that the United States will continue to lead the Asia-Pacific economic structure, control and master the new international trade rules, and formulate its dominance. The “One Belt and One Road” strategy is completely different from the TPP and TTIP negotiations. There is no exclusivity, political rules, and economic expansion concepts. There is no limitation on the scope of the country, no closure mechanism, and the willingness of willing countries and economies to participate. Based on the principles of “comprehensive negotiation, cooperation, and sharing”, we will promote equal and mutually beneficial cooperation among countries with different nationalities, cultures, and levels of development, expand cooperation with Asian and European markets, and promote market diversification strategies. Promoting the establishment of a new world economic order is a kind of new international cooperation mechanism that is pioneered by China and win-win for all parties.

4.2 Put Forward New Ideas for Systematic International Cooperation

The "One Belt and One Road" strategy upholds the concept of “peaceful cooperation, open cooperation, mutual learning and mutual benefit, and mutual benefit.” The main contents are “policy communication, facilities links, unimpeded trade, financial financing, and common people”. Push forward pragmatic cooperation in an all-round way and create an open and win-win regional community of political mutual trust, economic integration, and cultural inclusion. Without any political purpose, without any economic expansion, and without any additional conditions, it is entirely an "international, respectful, and sincere" international cooperation and development strategy. To this end, a series of integrated supporting strategic plans such as the China-Bangali-Indian-Burmese Economic Corridor Strategy, the China-Pakistan Economic Corridor Strategy, and the Northeast Economic Integration Strategy have been formulated. The Silk Road Investment Fund, the Asian Infrastructure Investment Bank, the Shanghai Cooperation Development Bank, the BRICS New Development Bank and other supporting financing platforms have been established, thus constituting a complete new strategic plan.

4.3 Established a New Vision for All-Round International Cooperation

The “One Belt and One Road” has broken the existing dot-like and block-like regional development model. Internally, it runs through the eastern, central and western parts of China, connecting major coastal port cities and extending to Central Asia and ASEAN. Externally speaking, it covers economic integration of Southeast Asia and Northeast Asia from the road, connects Europe

and Asia from three continents at sea, promotes economic integration of the Eurasian continent, and forms a circular economic belt strategy that links sea and road. At the same time, it is not confined to economic cooperation, but an all-round cooperation through various countries along the route, including transportation infrastructure, trade and investment, energy cooperation, regional integration, and RMB internationalization. To build a community of interests, a community of fate, and a community of responsibility for political mutual trust, economic integration, and cultural inclusion. These are totally different from other international cooperation mechanisms that are traditionally based on economy and trade.

5. Summary

Since the implementation of the "Belt and Road" strategy for four years, it has been widely joined and recognized by the international community. Through continuous promotion and development, China's development with the countries along the route has become more integrated, closer cooperation and closer communication, and has made remarkable achievements. , created a new field of global economy. At the same time, the challenges and tests facing them are still severe. It is even more necessary for countries along the route to strengthen economic cooperation, enhance political mutual trust, strengthen cultural exchanges, and innovate the way of development, and always adhere to the concept of "peaceful cooperation, openness, inclusiveness, mutual learning, mutual benefit and mutual benefit". We will try our best to create a new model of regional economic development, and ultimately achieve the grand goals of "a community of interest, a community of fate, and a community of responsibility".

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