

Analysis of the Strategic Connotation and Economic Effect of "One Belt, One Road"

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Abstract: The "Belt and Road" is an important strategy to promote the interaction between China and the international community. It is closely related to regional coordinated development and national development. Since its introduction, the strategy has improved China's economic productivity on the one hand, and promoted cooperation and win-win between countries along the route, and has also greatly promoted the development of the global economy; even under many advantages, the level of economic development of various countries is still inconsistent. It has brought challenges to the development of all countries. The article starts from the economic effects brought about by the implementation of the strategy, analyzes the strategic connotation and significance in depth, and proposes suggestions for future development planning based on the current situation.

Keywords: "One belt, one road"; Strategic connotation; Economic effects; Development proposals

1. Introduction

In 2013, Chinese President proposed the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road" (hereinafter referred to as the "Belt and Road") when visiting Kazakhstan and Indonesia. In October 2014, 21 countries including China and India signed the Memorandum on Preparing Asian Infrastructure Investment Banks and decided to establish the Asian Infrastructure Investment Bank (hereinafter referred to as the AIIB) to provide financial support for Asian development and construction. In November of the same year, China held the eighth meeting of the Central Financial and Economic Leading Group, demanding a good overall layout of the "Belt and Road"; at the same time, China initiated the "Partners' Dialogue for the "Strengthening the Connected Partnership", announcing the funding of 400. The billion-dollar company established the Silk Road Fund to provide investment and financing support for projects related to interconnection, such as national infrastructure, resource development, industrial cooperation and financial cooperation along the "Belt and Road". On March 28, 2015, the National Development and Reform Commission, the Ministry of Foreign Affairs, and the Ministry of Commerce jointly issued the "Vision and Action for Promoting the Construction of the Silk Road Economic Belt and the 21st Century Maritime Silk Road." As a result, the "Belt and Road" initiative has entered the implementation phase.

After the implementation of the "Belt and Road" strategy, the number of projects opened exceeded 3,000. In 2018, Chinese companies had new investments in 56 related countries, totaling 12.96 billion yuan, a year-on-year increase of 4.8%. In 2015, China's service contracting con-

tract for the "Belt and Road" related countries amounted to US\$17.83 billion, and the execution amount was US\$12.15 billion, up 42.6% and 23.45% respectively. At the end of June 2016, the China-Europe team ranked 1,881 columns, including 502 return trips, achieving a total import and export trade of 17 billion US dollars.

The "Belt and Road Initiative" is a major decision made by China to co-ordinate domestic and international. It is an important measure for China to strengthen its neighboring diplomacy, especially to strengthen relations with Central Asia and Southeast Asia. The construction of "One Belt, One Road" reflects pragmatic development orientation and exploration of new cooperation modes. It is an important force leading the new type of globalization and helps to promote new alliances among developing countries. The "Belt and Road" construction focuses on Asian countries. With Southeast Asia and Central Asia as the core areas, we are committed to expanding the space for regional cooperation, accelerating the process of regional cooperation, promoting interconnection within and outside the region, and enhancing the level of regional integration.

2. The Strategic Connotation of "One Belt, One Road"

The strategic connotation of the "Belt and Road Initiative" is mainly reflected in the three aspects of economic advancement, overseas core cooperation zones and strategic objectives. It can be seen as the continuation of China's economic development-based strategy, and China's strengthening of its peripheral diplomacy, especially with Central Asia. The important measures for relations with Southeast Asia are an important decision for China

to truly achieve stability in the surrounding areas, achieve common prosperity with neighboring countries, and open up to the outside world.

2.1. Economy first

Since the reform and opening up, China has always adhered to a development strategy centered on economic construction, and its economic strength has been greatly enhanced. Throughout the development of these 30 years, China's strategy of "introducing" and internal investment has achieved rapid growth in the domestic economy. In 2000, in the Third Plenary Session of the 15th CPC Central Committee, the "going out" strategy Formally proposed, especially in recent years, Chinese enterprises have fully utilized domestic and foreign "two markets, one kind of resources" to participate in foreign trade activities through foreign direct investment and foreign engineering contracting. Under the strategic background of "bringing in" and "going out", China's economy is developing very rapidly, but problems such as large population and unbalanced regional development still hamper China's economy and remain at the level of developing countries. Therefore, the "One Belt, One Road" strategy can coordinate domestic and international development to further promote China's economic development. mainly reflects in.

2.1.1. Interconnection

In November 2014, at the host-partners dialogue meeting on "Strengthening the Connected Partnership", Chinese President defined "interconnection" as "a trinity of infrastructure, institutional regulations and personnel exchanges". Policy communication, facility connectivity, trade smoothness, capital finance, and people's hearts and minds go hand in hand. "It is an all-round, three-dimensional, network-like China Unicom, an open system that is full of vitality and teamwork." Interconnection has important practical significance, such as the Tajiksstan Hedat-Yawan Railway Tunnel Project, Hanoi Ginger-Hedong City Rail, Central Europe Ban Li, Lianyungang Zhongha International Logistics Cooperation Base.

2.1.2. Financial support

Finance is the core of modern economic activities, providing financial support for personnel mobility, investment and trade, and infrastructure construction. The implementation of the "One Belt, One Road" initiative requires financial support, especially in the construction of interconnection. But the real problem is that most countries along the line are still developing countries, and there is a lack of funds. Therefore, financing support is particularly important in the "Belt and Road" construction. In March 2019, China's foreign investment in the "Belt and Road" strategy was US\$25.21 billion, com-

pared with US\$346.40 billion in April. In the foreign exchange reserve, in April 2019, China's foreign exchange reserves stood at 390.939 billion U.S. dollars, reaching US\$310.104 billion in May. It has excess external payment capacity and can make full use of these reserves for foreign investment and financing support, providing "One Belt and One Road" construction. Guarantee. And in 2014, China announced the establishment of the Silk Road Fund to provide direct financial support for the "Belt and Road" construction. A series of actions have fully played the leading role of capital and provided sufficient funds for the construction of the "Belt and Road".

2.2. Overseas core cooperation zone

China's choice of the "Belt and Road Initiative" is a regional core country. For example, Kazakhstan and Indonesia are countries with strong influence in Central Asia and Southeast Asia. China and Kazakhstan cooperate to promote international freight logistics. Construction, China and India signed a number of trade agreements to promote bilateral trade development. Central Asia and Southeast Asia are the core overseas cooperation zones for the "Belt and Road" construction. This is of great significance. It can not only build a good surrounding environment for China's development, but also promote the prosperity and stability of the surrounding areas.

2.3. Strategic objectives

The "Belt and Road" is an important strategy for China's diplomacy and can promote stability and prosperity in the surrounding areas. In addition, the "Belt and Road" has expanded China's opening up to the outside world, focusing on opening up the pattern of opening up to the west and promoting economic development in the western region. Finally, the "Belt and Road" strategy has promoted regional economic integration. This shows that the "One Belt, One Road" strategy stems from domestic needs, with security and stability as a necessary condition, and economic development is the ultimate goal.

3. The Economic Effect of "One Belt, One Road"

The "One Belt, One Road" strategy is an important strategic move for China's opening up to the outside world. This initiative has aroused great concern and strong resonance in China and related countries, regions and the world. The connection and integration between countries along the road involves economic, cultural, political and other aspects, and its role in the economy is particularly significant.

First of all, the strategic concept of "One Belt, One Road" has improved the imbalance of China's economic development. Since 1979, China has established five special economic zones including Shenzhen, opened 14

coastal port cities and Shanghai Pudong New Area, and opened 13 borders, 6 rivers and 18 inland capital cities. Many special economic parks have been established. However, due to politics and opening up to the south-eastern coastal areas, Jiangsu, Zhejiang, Shanghai, Guangdong and other provinces and cities have become the first beneficiaries, while the central and eastern parts of the country and the western region are still in the process of exploring the economic development, so this has caused The situation of uneven development in the domestic region. The "Belt and Road" started in the west, mainly through the west to West Asia and Europe, which made a major adjustment to the geographical pattern of China's opening up. The Midwest region, as a new influencer, undertook the development and revitalization of the "going out" strategy. Responsible people, keeping up with the footsteps of the eastern region, will jointly realize the prosperity of China's economy.

Second, the "Belt and Road" strategy has promoted the economic development of countries along the route. In the early days of reform and opening up, the opening up to the outside world was mainly based on the introduction of foreign capital and advanced foreign technology and management models. According to the data, from 1979 to 2012, the total amount of foreign capital invested by China in the introduction of foreign investment projects reached 1,276.108 billion US dollars, 2019 4 In the month, my foreign direct investment reached 9.342 billion US dollars, and the introduction of measures greatly promoted the modernization of China's economic development, technological progress and management. However, due to the rapid development of China in recent years and the ability to export elements, the "Belt and Road" construction should conform to the trend. Through policy integration, road connection, trade smoothness, currency circulation, and people's will, China's production factors, especially High quality excess capacity is delivered. According to statistics, under the "One Belt, One Road" strategy, in 2010, the number of foreign laborers in China was 847,700, reaching 1,207,700 in 2015 and 199,700 in 2018, not only economic output, but also labor output along the road. Developing countries and regions share the fruits of China's development. According to research and analysis, the rapid development of tourism in Southeast Asian countries in recent years is the result of the "One Belt, One Road" strategy. As a country along the route, the number of Chinese tourists to the ASEAN 10 countries has increased nearly three times in 2015 compared with 2015, and Chinese tourists have increased year-on-year. The fast-moving countries are Russia, Brunei, Poland, Czech Republic, Hungary, and Nepal. In terms of finance, the rapid growth of the AIIB has attracted a lot of attention. The AIIB has become the world's second largest multilateral development institu-

tion with more members. Asian development bank and european bank of reconstruction.

4. Challenges and Recommendations

4.1. Challenge

The "Belt and Road" development strategy has brought cooperation and win-win results to all countries, but it has also brought challenges to the development of all countries. It is mainly divided into geopolitical development threats, economic impacts, and cultural institutional risks. Due to the different geographical relationships between countries along the route, it will bring disadvantages to the cooperation and development of different countries. For example, the "One Belt, One Road" strategy has impacted the US "North-South Corridor" plan, and India is a key country along the way, but since ancient times with China There are border territorial disputes, which are detrimental to the implementation of the strategic plan. In terms of economic risks, since most of the countries along the road are developing countries and their economic strength is relatively weak, the first thing that needs to be improved in construction is infrastructure construction, and this brings lower economic returns. In the cultural system, due to the consideration of multinational interests, cultural differences and institutional differences among countries have increased the difficulty of system formulation and implementation of the "One Belt, One Road" development strategy.

4.2. Suggest

According to the current development situation, China should seize the strategic opportunity of the "Belt and Road" to promote the development of foreign trade and enhance China's economic discourse power. The main recommendations are as follows:

Overall layout to promote cooperation and win-win the clear strategic focus is an important prerequisite for effective planning and overall progress. In the "One Belt, One Road" promotion practice, Hu Hongbin (2016) pointed out: To prevent blind investment and redundant construction regardless of benefits, it should be based on the principle of interests and neighboring friendly countries [1]; Wang Changjian (2018) on energy issues It is pointed out that with the construction and operation of the "China-Myanmar Oil and Gas Pipeline", Myanmar has the potential to rank among the major energy exporting countries in the future [2], and China should also actively cooperate and pay attention to energy development.

Actively cooperate with other countries to help infrastructure construction. Along the way, Southeast Asian countries are still developing countries, and infrastructure construction is still not perfect. China can increase support for funds, technology and equipment for infrastruc-

ture construction in other countries, which will help promote China's economic development and help also improve the image of our country in the international community.

Domestic development should follow the strategy and seize opportunities. Under the "One Belt, One Road" strategy, China's domestic provinces, especially the western region, should also seize the opportunity to invest in factors based on their own advantages and promote regional development.

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