

THE IMPORTANCE OF THE ONE BELT ONE ROAD CHINESE INITIATIVE AND ITS FEATURES

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SUMMARY: I. Abstract. II. The background of the OBOR initiative against stagnation and de-globalization. III. The rise and fall of the ancient silk road in comparing the OBOR. IV. Scope of the OBOR. V. The Extension of the OBOR and its implication for the world and China. VI. Feasibility of the OBOR: based on gravity model. VII. Main Focus of OBOR. VIII. Mechanism of OBOR. IX. Principles of jointly building OBOR. X. Six major achievements of the OBOR building. XI. Progress of the OBOR. XII. Potential challenges of the OBOR.

I. ABSTRACT

According the general view of point, the world economy could be divided into several zones, such as North American, Europe, Asia and Africa. According to the basic idea of economic theory, trade which promoted by labor division, will increase productivity, and give incentive to growth and development. The OBOR initiative intend to strengthen cooperation among relevant countries by policy coordination, facilities connection, trade promotion, financial integration and people-to-people bonds. The OBOR initiative conveys the ideals of open, harmony and inclusive by market-oriented actions, calls for the understandings and cooperation among relevant countries. More important is OBOR is an initiative to relevant countries and the building of the OBOR should be jointly.

Chinese President Xi Jinping raised the initiative of jointly building the Silk Road Economic Belt and the 21st-Century Maritime Silk Road, hereinafter referred to as one Belt and one Road, or OBOR, during the period

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when he visited Central Asia and Southeast Asia in 2013. Almost at the same time, Chinese Premier Li Keqiang emphasized the need to build the Maritime Silk Road oriented toward ASEAN at the China-ASEAN Expo. The OBOR initiative soon have attracted close attention from all over the world, suggesting that accelerating the building of the OBOR may help economic prosperity of the countries along the Belt and Road, deepen regional economic cooperation, strengthen exchanges and mutual understanding among different civilizations, and promote world peace and development. Beyond doubt, it is a great undertaking that will benefit people around the world. As a result, more and more countries are interest in the initiative and want to join it.

II. THE BACKGROUND OF THE OBOR INITIATIVE AGAINST STAGNATION AND DE-GLOBALIZATION

According the general view of point, the world economy could be divided into several zones, such as North American, Europe, Asia and Africa. According to the basic idea of economic theory, trade which promoting labor division, productivity, growth and development.

People of Eurasia explored several inland and maritime routes for trade and cultural exchanges that linked the major civilizations of Asia, Europe and Africa more than two millennia ago, collectively called the Silk Road later. The key Spirit of Silk Road, peace and cooperation, openness and inclusiveness, mutual understanding and mutual benefit, has been passed generations and generations, promoted the progress of human civilization, and contributed the prosperity and development of the countries along the Silk Road. The Silk Road is symbolizing the communication and cooperation between the East and the West and is a historic and cultural heritage shared by all countries around the world.

The theme of 21st century marked by peace and development, cooperation and mutual benefit, make the Silk Road Spirit more important for us, especially in facing of the weak recovery of the global economy, and complex international and regional situations.

The underlying impact of the international financial crisis in 2008 keeps emerging and profound changes are taking place in world economy like secular stagnation. Savings exceed investment and made the natural interest rate keep low to negative. To find investment opportunity is crucial and the jointly building of the OBOR might a solution. The world economy is recovering slowly, and global development is uneven after de-

cade of globalization; international trade and investment is facing the challenge of protectionism, rules for multilateral trade and investment are undergoing major adjustments. The initiative to jointly build the OBOR will embrace the trend toward a multipolar world and global inclusive development.

Cultural diversity, national heterogeneity on endowment and ITC application, is designed to uphold the global free trade and investment, countries' opening up as well as regional cooperation by trade and investment. International trade and investment aimed at promoting orderly and freely flows of economic factors, highly efficient allocating resources and deepening integration of markets; encouraging countries along the OBOR to achieve economic policy coordination, pushing a broader and more in-depth regional cooperation to a higher standard; and jointly creating an open, inclusive and balanced international setting for global economic cooperation framework and architecture that benefits every member.

In short, jointly building the OBOR, inclusively to world economy, is in the interests of the world community, reflecting the common ideals and pursuit of international societies. So, it is no wondering that the OBOR received widely response all over the world. It is a positive endeavor of establishing a new model of international cooperation and global governance and will contribute world peace and development.

III. THE RISE AND FALL OF THE ANCIENT SILK ROAD IN COMPARING THE OBOR

The rise of the ancient Silk Road is promoted by the demand for silk and tea from the west, and hence is driven by the inter-industry trade. It is true that the geographic difficulties through the hot and dry inland desert made the trade only limited to some high value goods like silk and tea which are insensitive to high transportation cost, and only few people and goods could traveled. This is the limitation of the ancient Silk Road. Even though sea belt transportation was established later, the limitation is still there.

However, thanks to the technical progress, the road through the inland desert from Asia to Europe is no longer harsh for transportation neither for goods nor people, and the transportation cost is greatly decreased today. Not only the trade goods can be expended, but also the trade itself can also be shift from inter-industry trade to intra-industry trade against the background of the expansion of global value chains network around the world, especially between developed countries and developing countries.

The key reason of the fall of the ancient Silk Road is the industry revolution in Europe change the trade advantage among countries. The huge production capacity in Europe made the trade dominated by raw materials and final product between Europe and the rest of the world, saying inter-industry trade. The low cost of final products from Europe is competitive on world market and result in the imbalance of trade. However, thanks to the technical progress, the intra-industry trade in global value chains reshaped trade advantage among countries along the Silk Road and made it is possible of the re-flourishing of the ancient Silk Road.

The shift from inter-industry trade to intra-industry trade is an important feature of the OBOR and it can stabilize the trade relation in the long term. The ancient Silk Road was breakup several times in its history for the reason of war along the road, but now it is the time for peace and development, even though there may be some conflicts but will not lasted for long time.

It is more important and we has to mentioned here is the fact that the infrastructure for modern transportation along the Silk Road is less developed, so before the re-flourishing of trade, the first priority is the construction of infrastructures. It is for sure that the construction will benefit countries along the belt and road and lay foundation for further cooperation in the future.

IV. SCOPE OF THE OBOR

According to the Action plan on the China-proposed Belt and Road Initiative issued by the National Development and Reform Commission, Ministry of Foreign Affairs and Ministry of Commerce of the People's Republic of China, with State Council authorization on March, 2015, the Scope of the OBOR is described as followed:

The Belt and Road run through the continents of Asia, Europe and Africa, connecting the East Asia to the developed European economies, encompassing countries with huge potential of economic development. The Silk Road Economic Belt (Belt) focuses on bringing together China, Central Asia, Russia and Europe; linking with the Persian Gulf and the Mediterranean Sea through Central Asia and West Asia; connecting China with Southeast Asia, South Asia and the Indian Ocean. The 21st-Century Maritime Silk Road (Road) is designed to go from China's coast to Europe through the South China Sea and the Indian Ocean in one route, and from China's coast through the South China Sea to the South Pacific in the other.

On land, the Initiative will focus on jointly building a new Eurasian Land Bridge and developing China-Mongolia-Russia, China-Central Asia-West Asia and China-Indochina Peninsula economic corridors by international transport, relying on core cities along the Belt as cooperation platforms.

At sea, the Initiative will focus on jointly building smooth, secure and efficient transport connecting major sea ports along the Road. The China-Pakistan Economic Corridor and the Bangladesh-China-India-Myanmar Economic Corridor are closely related to the OBOR Initiative, and therefore require closer cooperation and greater progress.

V. THE EXTENSION OF THE OBOR AND ITS IMPLICATION FOR THE WORLD AND CHINA

It is true that the original concept of the ancient silk road and even the OBOR is aiming at the connection of Europe and Asia, the two geographically connected main economic zone in the world, so called as Eurasia bridge, but against the background of the weak recovery of the world economy after the financial crisis in 2008, the concept of OBOR was gradually discussed worldwide.

For the reason of wide attentions by countries all over the world, different definitions, different understandings and different initiatives by different parties are emerging. I believe that the key idea of the OBOR should not be limited to the one belt and one road and could be regarded as routs that linking countries all over the world for trade and investment. One interesting fact is, at the beginning stage of the belt and road initiative, even though Chinese government did not made clear of the number of countries along the belt and road, some edition emerged like 64 countries or 68 countries and so on so forth. The official term, at the beginning stage, countries along the belt and road, also gradually changed as countries in relation to the belt and road. Another interesting fact is representatives from more than 130 countries participated in the Belt and Road Forum for International Cooperation, apparently exceeded the number of most potential countries along the belt and road. It indicates that the belt and road initiative is no longer limited to countries along the belt and road and received a worldwide response.

The reason for the worldwide response for the belt and road initiative lays in the background of the weak recovery of the world economy after the financial crisis in 2008. The unconventional monetary policy featured by

quantitative easing lasted for seven years and the interest rate increase also slow compare to the past practice in the United States, while Europe and Japan still in the process of quantitative easing. There are many theoretical assumptions or analysis frameworks addressing to the new phenomena like balance sheet crisis and secular stagnation. According to those frameworks, the weak and long recovery is a result of the need of pay back debt and the shrink of spending as balance sheet crisis hypothesis, or lack of investment as secular stagnation assumption. Either the decrease of spending or investment will result in economic stagnation. The building of infrastructure, as the first step of the OBOR scheme, will definitely promote investment and spending and stimulate growth, pulling the economy out of slow growth trap. This is the reason why OBOR received so many responses all over the world.

In fact, China will remain committed to open regionalism, and will refrain from closed blocs and arrangements targeted at the third party. We will seek to cooperate with other regional initiatives and mechanisms and would welcome countries outside the region to actively participate in appropriate ways.

VI. FEASIBILITY OF THE OBOR: BASED ON GRAVITY MODEL

Intra-industry trade and building projects on infrastructure two basis of the OBOR initiative, however, possibility is one thing and feasibility is another thing. Here we need to analysis the potential of trade and investment, based on gravity model, at least among 60 countries along the belt and road.

Tinbergen (1962) set the initial gravity model, taking trade volume as Explained Variable, county's GDP and the distance between trade partner countries as explanatory variable, and then set the model as:

$$T_{ij} = \frac{\alpha G_i^\beta G_j^\gamma}{D_{ij}^\theta}$$

Here, T_{ij} is the Trade volume between county i and country j , α is the constant item, G_i is the GDP volume of country i , G_j is the GDP volume of country j , D_{ij} is the distance between country i and country j .

According to a research made by Miu Qixuan (2017), a model for determinants of the trade volume between China and country on the belt and road line was set up as follow:

$$\ln T_{cj} = \alpha + \beta \ln G_c G_{ij} G_j + \theta \ln D_{cj} + \delta FTA_s + \mu$$

Here, T_{cj} is the Trade volume between China and country j on the belt and road line, α is the constant item, G_c is the GDP volume of China, G_j is the GDP volume of country j , D_{cj} is the distance between China and country j . FTAs is a dummy variable, denote 1 if country j signed FTA with China and denote zero if not. It should be mentioned here that FTA could be regarded as a proxy variables of the cooperation within the belt and road initiative. Samples of countries on the belt and road line are 60, data of trade volume are collected from the database of UN comtrade, GDP data are collecting from the World Bank, distance data are collecting from the database of CEPII, FTA data are collected from China FTA Network.

The regression result is as follow:

Variable	Coefficient	Std. Error	T	P
C	-12.45263	6.48432	-2.14647	0.0212**
$\ln G_c D_j$	0.884622	0.06154	12.45589	0.0000***
$\ln D_{cj}$	-1.647961	0.54562	-3.19863	0.0031***
FTA_s	0.893514	0.39164	2.31548	0.0427**
R-squared	0.782518	Mean dependent variable		23.69124
Adj. R-squared	0.752824	Hannan-Quinn criter.		2.944516
F	59.64319	Durbin-Watson stat		2.235738

NOTE: ** and *** represents significant level at 5% and 1%.

The result shows that the R^2 and adjusted R^2 are about 78% and 75% respectively, indicating an acceptable fitting effect, while GDP volume and FTAs are all positively correlated with trade, and distance is negatively correlated with trade.

Miu Qixuan (2017) further estimates the difference between potential trade and actual trade of China and countries along the belt and road. The paper found that there are 29 countries which actual trade volume with China are smaller than the potential trade volume with China, suggesting there existing room for expending cooperation. The average ratio of the actual trade volume to the potential trade volume is about 0.63. in the meantime, there are 29 countries which actual trade volume with China are smaller than the potential trade volume with China, the average ratio of the actual trade volume to the potential trade volume is as high as 2.23.

The asymmetry picture of trade relation means the foundation of the belt and road construction at one hand, and the need for the belt and road construction at the other hand. In fact, the Eurasia Bridge should be connected and the trade volume among countries along the belt and road should be reaching its potential.

VII. MAIN FOCUS OF OBOR

Countries along the Belt and Road have their own endowment advantages and economic complementarity. Therefore, there is a great potential and space for trade and investment cooperation. Strengthening cooperation among them calls for policy coordination, facilities connection, trade promotion, financial integration and people-to-people bonds as the five major goals and preconditions of OBOR.

Enhancing policy coordination is an important guarantee for implementing the Initiative jointly, especially for countries with different culture and social regime. Promoting intergovernmental cooperation on policy exchange and communication mechanism, expand shared interests, enhance mutual political trust, and reach a better environment for investment is crucial for investment disputes negotiation and risks management, and jointly provide policy support for the implementation of practical cooperation and large-scale projects.

Facilities connection is a priority for implementing the Initiative because connection is the key function of the OBOR. On the basis of respecting each other's sovereignty and security concerns, countries along the Belt and Road should coordinate for their infrastructure construction plans and technical standards, jointly push forward the construction of the Belt and Road step by step, even it may takes time. The OBOR can be not build up overnight but China, jointly with other countries can do something on construction project with its comparative advantages.

Investment and trade promotion are the major task of the Belt and Road. Improving investment and trade facilitation and removing investment and trade barriers for the creation of a preferable environment in all relevant countries might be a tough achievement. Countries along the Belt and Road may establish free trade zone and reach free trade agreement so as to unleash the potential for expanded cooperation.

Financial integration is an important fundamental for implementing the building of the Belt and Road Initiative because the construction can only be conducted by jointly efforts, and no country can fund the large scale

project alone. The scope and scale of bilateral currency swap and settlement should be expanded, and financial market, especially the bond market in countries along the Belt and Road should be developed to support the financial need of the OBOR construction. Firstly, the establishment of the Asian Infrastructure Investment Bank and BRICS New Development Bank, negotiation among relevant parties on establishing Shanghai Cooperation Organization (SCO) financing institution, and set up and put into operation the Silk Road Fund are results of practical jointly effort. Secondly, the China-ASEAN Interbank Association and SCO Interbank Association can facilitate multilateral financial cooperation in the form of syndicated loans and bank credit. Thirdly, credit-rating among relevant countries is also needed for the finance of OBOR projects.

People-to-people bond can guarantee the friendly cooperation of the OBOR by promoting extensive cultural and academic exchanges, personnel exchanges and tours, media cooperation, youth and women exchanges and volunteer services, so as to win public support for deepening bilateral and multilateral cooperation.

VIII. MECHANISM OF OBOR

China takes full advantage of the existing bilateral and multilateral cooperation mechanisms to push forward the building of the Belt and Road and to promote the development of regional cooperation, encourage the signing of cooperation MOUs or plans, and develop a number of bilateral cooperation projects, enhance the role of multilateral cooperation mechanisms, such as the Shanghai Cooperation Organization (SCO), ASEAN Plus China (10+1), Asia-Pacific Economic Cooperation (APEC), Asia-Europe Meeting (ASEM), Asia Cooperation Dialogue (ACD), Conference on Interaction and Confidence-Building Measures in Asia (CICA), China-Arab States Cooperation Forum (CASCF), China-Gulf Cooperation Council Strategic Dialogue, Greater Mekong Subregion (GMS) Economic Cooperation, and Central Asia Regional Economic Cooperation (CAREC) to strengthen communication with relevant countries, and attract more countries and regions to participate in the Belt and Road Initiative.

It is hopefully that with the progress of building the OBOR, more mechanisms will be establish or involved. A working group on OBOR building in Chinese government established in February 2015, and an official website already online in early 2017.

IX. PRINCIPLES OF JOINTLY BUILDING OBOR

The Belt and Road Initiative is a way for win-win and inclusive cooperation that promotes common development and prosperity and a road toward peace and friendship by enhancing mutual understanding and trust. The four ideals advocated by Chinese government are peace and cooperation, openness and inclusiveness, mutual learning and mutual benefit. More important is the principle suggested by Chinese government is market-oriented which means that enterprises are the main body of OBOR building. It works to build a community of shared interests, destiny and responsibility featuring mutual political trust, economic integration and cultural inclusiveness.

Within the framework of OBOR, countries are equal on plan discussion, project complementation and benefit sharing.

OBOR Initiative is an ambitious vision of opening-up of and cooperation among the countries along the Belt and Road. Countries are expected to work harmonized toward the objectives of mutual benefit and common security. To be specific, they need to improve the infrastructure within their territory, and make it secured and efficient on land and at sea, further enhance trade and investment facilitation, establish a network of free trade areas by high standards and deepen political trust; enhance cultural exchanges; encourage different civilizations to learn from each other and flourish together; and promote mutual understanding, peace and friendship among people of all countries.

The following points are keys in the building OBOR

First, sticking to the principle of mutual respect and trust, and reinforce the foundation for win-win cooperation. Mutual respect is the basis of mutual understanding, and mutual understanding is the premise of mutual trust. The world is diverse with countries differing from one another in terms of size, strength and development level. The rights of all countries to choose their own social systems and development paths should be fully respected. Cooperation for the building of OBOR should be set on a voluntary basis and on the principle of equality and mutual benefit.

Second, Openness and inclusiveness are the characteristics of the ancient Silk Road and the experiences of countries along the routes in pursuing development and prosperity, which is necessary to achieve greater success in the future. China's achievement is inseparable from the international community, and it's willing to make its contribution to global development.

The construction of the Belt and Road will form wider, deeper and higher-level regional cooperation and forge a framework for open, inclusive and balanced cooperation benefiting all parties.

Third, the foundation of the Belt and Road construction lies in inter-connectivity, and the driving force comes from down-to-earth work and innovation. Countries along the routes have different advantages in natural resources and human capital, providing huge potential for innovative and pragmatic cooperation.

Fourth, sticking to peace and development is the safeguard of the path toward win-win cooperation. The evolution of the ancient Silk Road proves that there's no development without peace and no prosperity without security. Solidarity and harmonious coexistence are the gene of the Chinese nation and is also the essence of the Eastern civilization. China persists in peaceful development.

X. SIX MAJOR ACHIEVEMENTS OF THE OBOR BUILDING

By mid of 2017, the initiative has won support from more than 100 countries and international organization. It is obviously and interesting to mention that supporters are not limited by countries and organizations along the Belt and Road; more than 50 countries have signed cooperation agreements with China; China has carried out international cooperation in production capacity with more than 20 countries; China has built 56 economies and trade cooperation zones in more than 20 OBOR countries; the initiative has been recognized by international organizations including the United Nations and the Asia–Pacific Economic cooperation that will give impetus to the OBOR building, and finally, financial cooperation, represented by the Silk Road Fund and the Asian Infrastructure Investment Bank, has been increasingly deepened.

XI. PROGRESS OF THE OBOR

Since the OBOR initiative was put forward, more than 100 countries and a lot of international organizations have supported and got involved in the process of jointly effort. Important resolutions passed by the UN General Assembly and Security Council contain reference to the BRI. The ideas of the Belt and Road Initiative are becoming construction project and bring rich fruits.

In terms of policy coordination, China is coordinate the BRI and national development scheme of countries along the belt and road. Achievements included the Eurasian Economic Union of Russia, the Master Plan on ASEAN Connectivity; the Bright Road initiative of Kazakhstan; the Middle Corridor initiative of Turkey; the Development Road initiative of Mongolia; the Two Corridors, One Economic Circle initiative of Viet Nam; the Northern Powerhouse initiative of the UK and the Amber Road initiative of Poland. China is also promoting complementarity between China's development plan and those of Laos, Cambodia, Myanmar, Hungary and other countries. China has signed cooperation agreements with over 40 countries and international organizations and carried out framework cooperation on production capacity with more than 30 countries.

In terms of infrastructure connectivity, China has accelerated the building of Jakarta-Bandung high-speed railway, China-Laos railway, Addis Ababa-Djibouti railway and Hungary-Serbia railway, and upgraded Gwadar and Piraeus ports in cooperation with relevant countries. A large number of connectivity projects are also in the pipeline. A multi-dimensional infrastructure network is shaped and underpinned by economic corridors such as China-Pakistan Economic Corridor, China-Mongolia-Russia Economic Corridor and the New Eurasian Continental Bridge, featuring land-sea-air transportation routes and information expressway and supported by major railway, port and pipeline projects.

In terms of investment and trade promotion, China has worked with other countries involved in the Belt and Road Initiative to promote trade and investment facilitation and improve business environment. It is reported that for Kazakhstan and other Central Asian countries alone, customs clearance time for agricultural produce exporting to China is cut by 90%. Total trade between China and other Belt and Road countries in 2014-2016 has exceeded US\$3 trillion, and China's investment in these countries has surpassed US\$50 billion. Chinese companies have set up 56 economic cooperation zones in over 20 countries, generating some US\$1.1 billion of tax revenue and 180,000 jobs for them.

In terms of financial integration, China has engaged in multiple forms of financial cooperation with countries and organizations in ration to the Belt and Road construction. The Asian Infrastructure Investment Bank has provided US\$1.7 billion of loans for 9 projects in Belt and Road participating countries. The Silk Road Fund has made US\$4 billion of investment, and the financial holding company between China and Central and Eastern European countries (16+1) has been inaugurated. With distinctive focus, these new financial mechanisms and traditional multilateral financial insti-

tutions such as the World Bank complement each other. A multi-tiered Belt and Road financial cooperation network has taken an initial shape.

In terms of People-to-people bond, Belt and Road Initiative participating countries have pulled their efforts to build the educational Silk Road and the health Silk Road, and carried out cooperation in science, education, culture, health and people-to-people exchange. Such cooperation has helped lay a solid popular and social foundation for pursuing the Belt and Road Initiative. The Chinese government provides 10,000 government scholarships to the relevant countries each year recently. China's local governments have also set up special Silk Road scholarships to encourage international cultural and educational exchanges. Projects of people-to-people cooperation such as Silk Road culture year, tourism year, art festival, film and TV project, seminar and think tank dialogue are flourishing. These interactions have brought our people increasingly closer.

Since the beginning of 2016, the cooperation under the framework of the Belt and Road Initiative (BRI) has been gradually deepened in the fields of policy coordination, facilities connectivity, unimpeded trade, financial integration and people-to-people bonds, and a number of landmark cooperation projects have been started and smoothly advanced, which injected new impetus into the BRI construction. In May 2017, the Belt and Road Forum for International Cooperation was held successfully and national governments, local authorities and enterprises reached a number of concrete and practical results before and during the Forum, which promoted the BRI into a new stage of comprehensive expansion and better quality and efficiency. In the coming year, the key areas of the BRI will have new opportunities for development and face many new risks and challenges in the political, economic and security fields.

In short, a growing number of countries and international organizations have participated in the building of the Belt and Road. China has signed cooperative agreements with more than 30 countries and launched manufacturing and production capacity cooperation with more than 20 countries along the routes. The financial cooperation represented by the Asian Infrastructure Investment Bank and the Silk Road Fund is making steady headway. A number of landmark projects are being implemented. People-to-people interactions in the fields of culture, education, science and technology, tourism and commerce are increasing. We should note that outcomes, in terms of speed and scale of the Belt and Road Initiative, have been better than expected. The Belt and Road has mostly completed the planning stage and is taking steps of concrete implementation and sustainable development. There is a wider consensus of the international community that the initia-

tive answers the call of our times for peace and development and conforms to the aspiration of relevant countries to speed up development. It will help advance economic growth along the routes and boost global economic prosperity, helping to maintain regional stability and world peace. This has become the impetus for all parties to join in.

XII. POTENTIAL CHALLENGES OF THE OBOR

We have talk more about the necessary and feasibility of the belt and road initiative, but can it be achieved smoothly? Many Chinese companies are seizing this opportunity, often underestimating the challenges and risks of venturing into the external markets. Outward investment crosses a set of countries that have a diverse range of cultures, economies, and legal, political and regulatory systems in various stages of development. Some of these regions lack political stability and effective governance. When Chinese enterprises expand into other countries, they need to actively research and forecast all types of cross-border operating risks and take steps to mitigate those risks.

In fact, OBOR construction might face highly complex and diverse risks including: major political/policy changes by the host nation; religious/nationalist wars and/or civil strife; government nationalization and expropriation; third-country intervention; government withdrawal of cooperative support; discrimination against market access, including trade barriers and invisible investment; breach of contract and/or delayed company payments; commercial trade fraud; and organized crime and terrorism-related risks to the safety of employees and facilities of Chinese companies.

It is thus an urgent priority for the Chinese government and companies to assess, forecast and control such potential risks. To some extent, controlling the risk depends directly on the implementation and survival of the Belt and Road initiative. The Chinese government has already realized its importance. The Ministry of Foreign Affairs has set up a global emergency call center for consular protection and services. The Ministry of Commerce has issued a series of normative documents including Overseas Risk Warning on Foreign Investment and Cooperation, An Early Warning and Information Release System and Guidelines for Safety Management of Overseas Chinese-funded Enterprises. Some policy-based institutions like the China Export & Credit Insurance Corporation enhanced their support for companies seeking to globalize. The China International Contractors Association has established an overseas security platform.

In short, the OBOR initiative conveys the ideals of open, harmony and inclusive by market-oriented actions, calls for the understandings and cooperation among relevant countries for growth and development. More important is that the OBOR is an initiative to relevant countries and the building of the OBOR should be jointly.