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www.afgazad.com

afgazad@gmail.com

European Languages

زبانهای اروپایی

By Isidre Ambrós

13.11.2023

China Changes the Course of the New Silk Road



Sources: Cost-effective alternatives

Turned into a foreign policy tool, Xi Jinping's plan generates millions of dollars in investments in developing countries, but also criticism

A few months after assuming the presidency of China, in September 2013, Xi Jinping appealed to history to capture his ambitions to promote his country to global leadership. He announced a plan he dubbed the Belt and Road, better known as the New Silk Road. It was a project to build infrastructure and supply chains that would connect China with the rest of the world and would benefit all the countries involved, while at the same time that would allow the Asian country to overtake the United States and become the first planetary power. It was conceived as a very ambitious project, with the aim of Its success

depends not only on internal evolution, but also on the development of the also the international situation.

Now, 10 years later, what started as an idea to place the surpluses of Chinese companies in other markets, ensure the supply of energy and promoting global infrastructure has become a powerful Beijing's foreign policy tool, encompassing Africa, the Americas Latin America, Asia, Central and Eastern Europe, and the Middle East. If initially only contemplated the Silk Roads by land and sea, now it also includes the digital, the polar, the health, the space and the green. In short, almost any cooperation project that China undertakes with another country today it can be included as part of its vast New Silk Roads program. Not surprisingly, Xi has defined it as the "project of the century", as he aspires to covering 75% of the planet's energy reserves and 70% of its population.

Some countries complain that the plan has little impact on their development

And it is an initiative with which the Chinese leader intends to place his country among the most powerful on the planet and to generate a greater accommodation in international organizations, which Xi considers to be dominated by Occident. This strategy justifies that at the end of 2014, a year after the the Asian Investment Bank (ASIB) in Infrastructure, aimed at promoting economic development, and the of the new Silk Road, designed to finance projects that promote connectivity with China.

Infrastructure in Africa

Beijing claims that this program has generated \$1 trillion in revenue. investments and has the participation of more than 150 countries and 32 international organizations. This data implies that more than 80% of the China's diplomatic allies, and nearly 80% of U.N. member countries have joined the U.N. have joined these initiatives. These are cooperation agreements which, in their At the moment, they may imply political support for the Asian giant on the part of some developing countries that had stagnated due to lack of technology and capital to catch up.

In Africa, which is the continent that has benefited the most from the initiative, China has built more than 6,000 kilometers of railways, more than 10,000 kilometers of roads, and multiple major infrastructure projects, such as ports, airports, hydropower plants, schools, and hospitals. And outside the African continent, important works stand out, such as the high-speed railway linking China with Laos; the 3,000-kilometre economic corridor that runs through Pakistan and is to link the port of Gwadar with China's Xinjiang region through a network of highways, railways and pipelines, and the deep-water port of

Hambantota in Sri Lanka, an enclave of great strategic value in international maritime traffic and the new maritime Silk Road.

Source: <https://alternativaseconomicas.coop/articulo/actualidad/china-cambia-el-rumbo-de-la-nueva-ruta-de-la-seda>

Rebellion 11.11.2023