

Belt and road initiative: impact on the world and south Asia

Abstract:

World champion Napoleon Bonaparte said that China is a sleeping demon, let it sleep, if it wakes up, the world will regret it. In the 21st century, China's BRI (Belt and Road Initiative) project will put Europe, Asia, Africa, Australia to put China on the world stage as a superpower. Through this project rail, water, road, pipe line etc. Is included It will provide a new facility to the world for trade. This project will mark such a record in the world as never before in history. It is the only plan in the world that will connect the 4 continents and oceans penetrating the borders of the states directly with China. Other countries are in a dilemma about this project, they do not want to lose the benefits of this project and also do not want China to interfere in their sovereignty and foreign policy posing a threat to their national security. As soon as this project is completed, China will affect the whole world economically. After 20 years, China will give direct competition to America and other capitalist countries in world politics. After this China's dominance in South Asia will increase greatly and the balance of power will be affected.

Keywords: Superpower, Project, Security of States, Foreign Policy, Agreements, Opposition and Opposition.

Introduction:

The Chinese President's slogan is "Mere Swapna", to fulfill which the BRI Belt and Road Initiative, also known as OBOR. The Chinese President outlined the Silk Road Economic Belt for Transport Infrastructure in Central Asia during a speech in Kazakhstan in 2013. Later, the port and other projects were added to give it the form of OBOR which is also known as World BRI. Through this project, China's trade, foreign policy, world situation will get a new edge. Communism will emerge in its new form on the world stage. Which will have the biggest impact on Asian and especially South Asian states. China is investing capital in these states through various schemes. These include road construction, construction, port construction, technology transfer, etc. With the help of China, the development of these states has received a new direction. On the other hand some states and institutions are also in opposition to this project. Those who consider this project harmful to the balance of the world, national security of states, trade. They believe that BRI will extend China's reach directly to oil states, oceans. Which can increase China's dominance over world trade. It can put the national security of states in jeopardy. According to China, BRI will prove to be a boon for the world.

Literature review:

1. "The New Silk Roads: The Present and Future of the World" by Peter Frankopan - This book provides a comprehensive overview of the OBOR project, its history, and its geopolitical implications. It also explores the economic, political, and cultural implications of the project for countries along the route.

2. "China's Belt and Road Initiative: Motives, Scope, and Challenges" edited by Nadège Rolland - This book features contributions from leading scholars and experts on the BRI, and covers a wide range of topics related to the project, including China's motives, the geopolitical implications of the project, and the challenges that it poses to countries along the route.

3. "Belt and Road: A Chinese World Order" by Bruno Maçães - This book explores the wider implications of the OBOR project for the world, and argues that it represents a new vision of globalization that is centered on China. It also explores the challenges that the project poses to the existing global order.

4. "The Belt and Road Initiative: Key Concepts" by Guoguang Wu and Helen Lansdowne - This book provides an overview of the OBOR project and its key concepts, including the Silk Road Economic Belt and the 21st Century Maritime Silk Road. It also explores the economic, political, and cultural implications of the project for countries along the route.

5. "The Belt and Road Initiative and Global Governance" edited by Hongzhou Zhang and Ruiping Ye - This book explores the implications of the OBOR project for global governance, and discusses the challenges and opportunities that it presents for the existing international system. It

also examines the potential for cooperation between China and other countries in promoting global governance through the OBOR project.

Research Work Required:

BRI is going to weave the world into a new form whose work is in progress through various projects. How will this affect the economies, trade, national security of other states. Because some states are opposing it, this research work is very important to evaluate it.

Research Objectives:

- 1.To study various projects of BRI.
- 2.To study the interest of BRI and other states.
- 3.To study the security and sovereignty of BRI and other states.

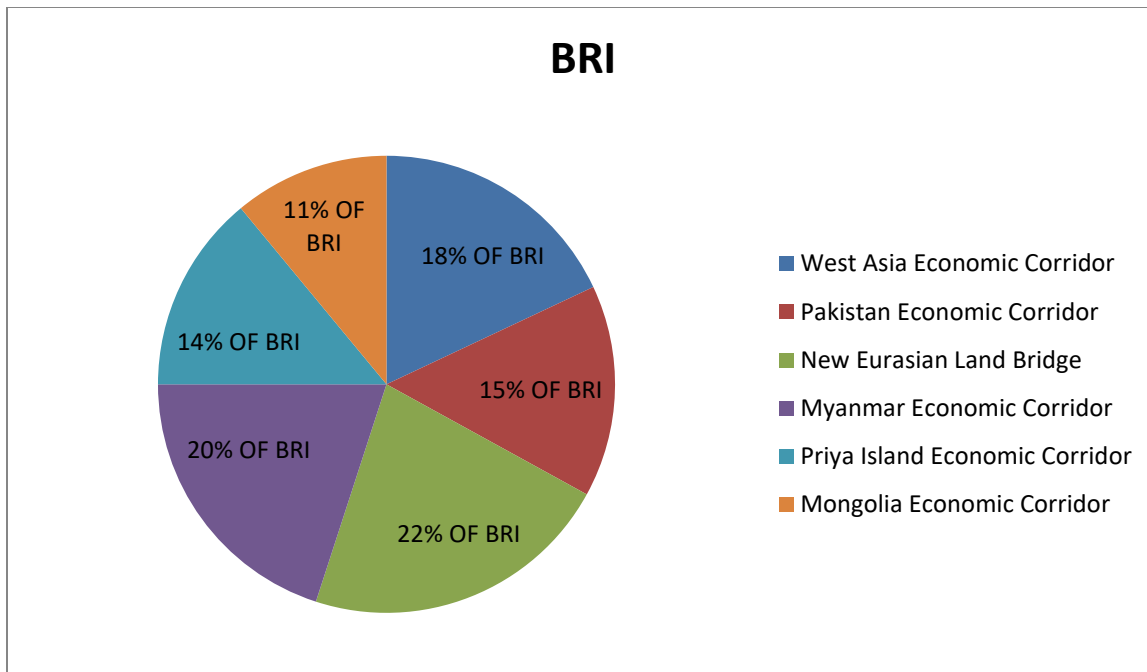
Research Method:

The research paper presented is the study of a behavioral situation which is based on the second facts. Various stages of the scientific method have been used sequentially for its editing. For the compilation of essential facts, various tools of secondary sources such as research papers, journals, internet and related books etc. have been used. Descriptive, analytical research design has been selected as the design for this study.

Analysis of Facts:

Chinese President Xi Jinping in a speech in Kazakhstan in 2013 laid out the Silk Economic Belt for Central Asia. Later, a conference was convened in 2017 involving a number of schemes in which heads of state from 29 countries, 70 international organizations, 100 ministerial officials and 1200 members from various countries participated and the President of China put up the Belt One Road project. According to China's New China TV, as of January 2021, 171 countries and international organizations have signed up for cooperation projects. The project is divided into various economic corridors ^{BRI .(2023,feb 27)} ..

- 1.China Central Asia West Asia Economic Corridor.
- 2.China Pakistan Economic Corridor.
- 3.New Eurasian Land Bridge.
- 4.Bangladesh China India Myanmar Economic Corridor.
- 5.China Indonesia Priya Island Economic Corridor.
- 6.China Mongolia Economic Corridor.



Impact on the world ^{BRI .(2023,fab 27).} :

Africa:

China's official Belt and Road website lists 42 African countries. Who have signed the agreement for the One Belt One Road project. Africa is considered an important part of the One Belt One Road project. This is due to the capacity of rail, road and energy. Many African countries need better infrastructure. Because these states lack capital and technology. In 2018 only 40% of African people had electricity. 33% of the paved road could reach the people. 5% of the agricultural land was connected to the irrigation system. China has started investing in Bandar Gaho, rail, road etc. through its projects in the East Africa region. Construction of major road infrastructure is underway in Mozambique's Maputo - Katenb Bridge and Algeria's Cherchel Ring Express, South and North Africa. Belt and road projects in Africa have generally included transportation, electric-ity, international rail, expressways, ports, water supply and many other programs. Subsequently, since the beginning of 2000, China's investment in the region has increased significantly. Total spending from the Chinese government and companies reached US \$ billion in 2014. China is now the largest share- holder of the infrastructure project in Africa.

Which financially supports about one-fifth of all projects. And makes up a third of that. The McKinsey & Company report estimates that more than 10,000 Chi- nese-owned companies operate in Africa. And she is about 90% privately owned. Several studies have shown that Chinese investment has a positive impact on Africa. However, rising debt has left some states in a little dilemma over their plans. . According to the John Hapkins China Africa Research Initiative, East

Africa countries have borrowed more than \$ 29 billion from China alone for various projects. Some countries, such as Kenya, Djibouti and Uganda, have issued warnings on balloon loans after the case of Megampur Mahinda Rajapaksa port transfer to Sri Lanka.

Djibouti:

Djibouti, a beautiful country near Africa, is at the heart of China's important project One Belt One Road or Belt and Road Initiative. It supports Beijing's commercial and military operations. The Dorah Leh multi-purpose port of Djibouti, Hasan Gald International Airport and Ahmed Dini International Airport in Aubak have been built in support of China with approximately US \$ 596 million. In total, the Export Import Bank of China has given a loan of US \$ 1 billion to Djibouti. Belt and Road connect Ethiopia and Djibouti through the Addis Ababa Djibouti Railway and Ethiopia Djibouti Water Pipeline.

Egypt:

Egypt already has a deep relationship with China. So when China first announced the Belt and Road Initiative, Egypt was one of the countries to sign the agreement. China was one of the countries ready to provide loans and financial assistance to Egypt following the instability of the 2011 Arab Spring protests. Since China built an industrial zone in the Gulf of Suez, an electron train system for its new capital and in Western Sahara. Has initiated several projects for investment. The new administrative capital of Egypt is also a milestone for the Belt and Road Initiative.

Ethiopia:

The Eastern Industry Zone of Ethiopia is a manufacturing center outside Addis Ababa which is built by China. From October 2011 to February 2012, Chinese companies have been contracted to supercede the century-old Ethiopian Djibouti Railway by constructing a new electric gauge Addis Ababa Djibouti Railway. The new railway line, longer than 750 kilometers and with a top speed of 120 km per hour, reduces travel time between Adis Ababa and Djibouti by about 12 hours from three days. On China-Ethiopia cooperation on international issues, Chinese Foreign Minister Wang Yi said that both China and Ethiopia are developing countries. Both countries face a complex international environment. He said that this partnership will be at the forefront of developing China-Africa relations.

Kenya:

Premier Li Keqiang signed a cooperation agreement with the Government of Kenya for the construction of the Mombasa Nairobi Standard Gauge Railway in 2013. Which connects Mombasa to Neribi. The railway cost 3.2 billion and was Kenya's largest infrastructure project since independence. President Uhru Kenyatta called the 470 km railway a new chapter. This project is seen about the legacy project of President Kenyatta. Chinese media claims that the

railway line increased the country's GDP by 1.5% and created 46,000 jobs for local people. In 2019, China halted the financing of its railway, about 75 miles from Nairobi. Belt & Road is constantly giving nations loads with unstable debt. Xi indicated in April that Beijing would take more control of the projects and closely monitor it.

Nigeria:

On 12 January 2019, Nigeria became the first standard gauge railway which was successfully operated for 900 days. It is accompanied by the successful completion of railway construction by the China Civil Engineering Construction Company with the introduction of the Abuja Kaduna train service.

Sudan:

China helped to establish its oil industry in Sudan and pioneered agricultural support for the cotton industry. Future plans include railways, roads, ports, a nuclear power plant, solar power, farm irrigation and dam projects for power generation.

Uganda:

Chinese companies have funded two major hydroelectric projects in Uganda, Karuma Hydropower Project and Isiba Hydroelectric Power Station. CHCXIM approved this loan. Of which about 85% was funded for both projects, while the government of Uganda provided the remaining 15%. Uganda borrowed 350 us million for the construction of Entebbe Kampala Express, of which the terms include 20 years with a grace period of 7 years and a 2% fixed interest rate. In 2020 Uganda announced that it would borrow US 118 million for the roads. Critics cautioned Ugandans to take a loan because there is a balance of US \$ 10 billion by 2018, of which China has a third.

Europe:

Freight train service between China and Europe was launched in 2011. The Sino-British route started in January 2017. In March 2018, the network was further extended south to Vietnam.

Poland:

Poland was one of the European countries to have an agreement with China on the BRI in 2015. Poland's President Andrzej Duda said he hoped Poland would become a gateway to Europe for China.

Greece:

Greek and Chinese Foreign Ministers signed a memorandum on 29 August 2018 regarding further cooperation under the Belt and Road initiative. Both China and the Greeks see each other as a natural ally in the development of the belt and road.

Portugal:

The Southern European nation signed a memorandum of understanding with China during President Xi's visit to Lisbon in December 2018.

Italy:

Italy became the first G-7 country to join the Belt and Road Initiative in March 2019.

Luxembourg:

On 27 March 2019, Luxembourg signed an agreement with China for cooperation on the Belt and Road.

Switzerland:

Swiz President Uli Morar, who visited China on 29 April 2019, signed an agreement for the Belt and Road Initiative.

Australia:

Australia is the final link in the Indian Ocean and its inclusion in the BRI was a diplomatic victory for China. But on 3 May 2021, giving a big blow to China, Australia pulled its hand back from BRI. Due to this, all the plans of China to have the Indian Ocean in its court were reduced to zero. On May 7, stunned China canceled relations with China indefinitely.

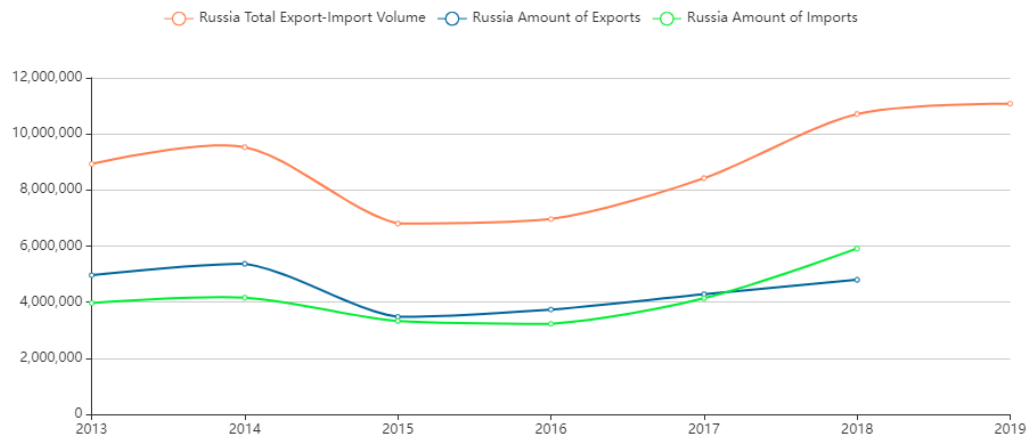
European Union:

The European Union, which is an important economic institution of the world, has expressed concern about the Hong Kong democracy supporters in China and the oppression of Uygar Muslims. Due to which the tension between the European Union and China has increased. We can see the direct impact on the BRI.

Impact on Asia ^{BRI .(2023,fab 27).}:**Urban map of central asia:**

On 26 April 2019, the leaders of Russia and China called their countries good friends and vowed together to pursue greater economic integration of Eurasia. Beijing on the edge of the Belt and Road Forum, with Chinese leader Xi Jinping and Russian President Vladimir Putin promising

economic and trade cooperation between the two sides. China Belarus Industrial Park is a 91.5 km Special Economic Zone. Which was established in 2013 in Smolevich, Minsk. According to the chief administrator of the park, 36 international companies have come and settled in the park by 2018. According to Chinese media, China will create 6,000 jobs in the park and become a de facto city with 10,000 inhabitants by 2020.



Central Asia:

The five countries of Central Asia, Kazakhstan, Tajikistan, Kyrgyzstan, Turkmenistan and Uzbekistan form an important part of the Belt and Road Initiative's land route projects. The International North South Transport Corridor (which provides railway connections between Russia, Kazakhstan, Turkmenistan and Iran. Connects China with Kazakhstan to Iran along another line) will be built by China and these projects together with these countries.

Indonesia:

In 2016, China Railway International bid for Indonesia's first high-speed rail, the 140 km Jakarta Badung High Speed Rail. Jakarta and Badung will reduce travel time between to 3 hours.

Hong Kong:

Hong Kong CEO Leung Chun Ying established a maritime authority in 2016 with the aim of strengthening Hong Kong's seabird logistics in line with Beijing's economic policy.

Laos:

China has started the Vientiane Botan Expressway Belt and Road Projects on the Botan Vientiane Railway crossing in Laos. Construction of the Vientiane Botan Railway started on 25 December 2016 and is scheduled to be completed in 2021. Many more similar projects are being built through the One Belt Bun Road project in Laos.

Maldives:

The Maldives has launched several China funded projects headed by Abdulla Yameen. Which includes the China Maldip Mantri Bridge, The Velana International Airport and the artificial island of Hulhumale. Maldip amended its constitution to allow foreigners to own land in the islands. After which the island of Fayedhu Finholu was leased to a Chinese company.

Thailand:

China has also invested in Thailand under the BRI. In 2005, the Chinese pharmaceutical company Holi Group, and other companies signed an agreement to develop the industry sector in Thailand.

South Asia:**India:**

Both India and China are neighboring South Asian states, which share boundaries among themselves. Both countries are emerging powers. India did not participate in China's belt and road projects. Because China is being made the Pakistan Economic Corridor, it has passed through the border of India which is illegally occupied by Pakistan. India's opposition is the biggest obstacle for China to this project.

Pakistan:

China and Pakistan are neighboring states, so being a neighboring state, Pakistan has its own special importance for China. The China Pakistan Economic Corridor is a major belt and road project that includes investment in transportation, energy and maritime infrastructure. As Belt and Road News reported Pakistan's Orange Line Metro train project in the country's eastern city of Lahore under the China Pakistan Economic Corridor. Completed and detailed in Pakistan on October 11, 2020.

Sri Lanka:

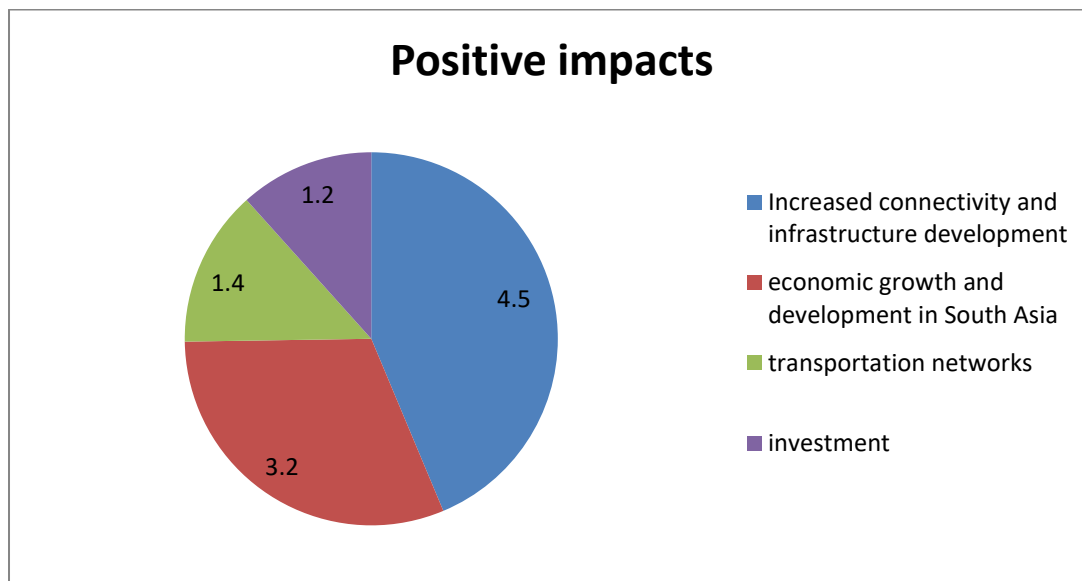
China's main investment in Sri Lanka was the Magampura Mahindra Rajapakshaport, mostly funded by the Chinese government and built by two Chinese companies. It will be the largest port in Sri Lanka after Colombo port. It was earlier operated by the Sri Lanka Port Authority. The Chinese government has given loans to Sri Lanka for a number of projects that it was unable to repay. In a debt restructuring plan on 9 December 2017, 70% of the port was leased to China for 99 years for operation. Which gave a big boost to China's interference in the Indian Ocean (Sharma, Shyam Sundar. 2004).

The Belt and Road Initiative (BRI) is a massive infrastructure development project that aims to connect China with Asia, Europe, and Africa through a network of roads, railways, ports, and other infrastructure. While the initiative has the potential to bring significant economic

benefits to participating countries, it has also been criticized for its potential positive & negative impact on South Asia. Some of the positive& negative impacts of the BRI on South Asia include:

Positive impacts:

- 1.Increased connectivity and infrastructure development, which could facilitate trade and investment, and improve access to markets and resources.
- 2.Addressing infrastructure gaps and development challenges in the region, such as poor connectivity, energy shortages, and inadequate transportation networks.
- 3.Potential for increased economic growth and development in South Asia, through increased trade and investment.



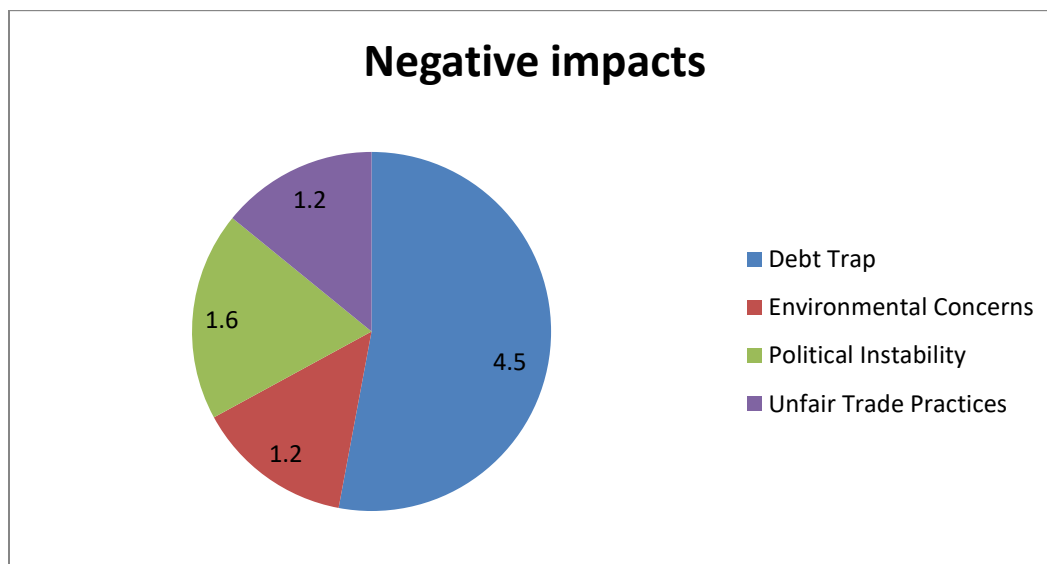
Negative impacts :

1.Debt Trap: One of the main concerns about the BRI is that it could push participating countries into debt. China often provides loans for these infrastructure projects, and many South Asian countries may not be able to repay them. This could lead to a situation where China gains significant influence over the economies of these countries, potentially even leading to a loss of sovereignty.

2.Environmental Concerns: The BRI projects often involve large-scale infrastructure development, including the construction of ports, highways, and power plants. These projects can have significant environmental impacts, including deforestation, loss of biodiversity, and increased carbon emissions. This could have a severe impact on the health and well-being of the local population, as well as the broader global environment.

3.Political Instability: The BRI has been criticized for exacerbating political instability in some South Asian countries. For example, in Sri Lanka, the Chinese-funded Hambantota Port project has been the subject of controversy, with critics arguing that it could threaten the country's sovereignty and national security.

4.Unfair Trade Practices: The BRI has also been criticized for its potential to create unfair trade practices. Some critics argue that China is using the initiative to gain access to new markets and to undermine existing trade relationships between South Asian countries and other countries. This could lead to an imbalance in trade relationships, potentially harming the economies of South Asian countries.



Conclusion:

The BRI project certainly has a special significance in the world because nobody in the world had imagined that the states would ever make the roads penetrating the borders realistically, the railroads would come out, the ease of trade would come. This project has provided a golden opportunity to states that have natural resources. But not artificial, not industry, not scientific technology. BRI will help the world in creating the shape of the negative structure of such states. Many possibilities of jobs are arising in this growth line, this is obtained by positive aspect analysis of BRI. But this has affected foreign policy in many states of China. As Sri Lanka could not repay the loan, it leased its port. By investing in the projects of many states (countries), its share is maximized in its favor. So fed up with this, countries like Australia are withdrawing from this BRI project so that China does not pose a threat to their foreign policy, sovereignty. The Belt and Road Initiative (BRI), also known as the "One Belt, One Road" (OBOR) initiative, is a large-scale infrastructure and development project launched by the Chinese government in 2013. The initiative aims to create a vast network of railways, highways, ports, and other infrastructure projects linking China with over 60 countries in Asia, Europe, Africa, and the Middle East.

Positive impacts of the BRI:Boosting trade and investment: The BRI has the potential to increase trade and investment between China and other countries, which can help to drive economic growth and create jobs.Improving infrastructure: The initiative has helped to develop infrastructure in many countries, especially in less-developed regions, which can improve access to education, healthcare, and other basic services.Facilitating cultural exchanges: The BRI encourages cultural exchanges between China and other countries, which can help to promote mutual understanding and respect.

Negative impacts of the BRI:Debt trap diplomacy: Some countries have expressed concern that the BRI could lead to a "debt trap," where they become heavily indebted to China and lose control over key assets.Environmental concerns: The BRI projects often involve large-scale infrastructure development, which can have a significant impact on the environment, including deforestation, pollution, and other ecological issues.Geopolitical tensions: Some countries, especially those that have territorial disputes with China, have criticized the BRI as a tool to expand Chinese influence and undermine their sovereignty.while the Belt and Road Initiative has the potential to create significant economic, social, and cultural benefits, there are also concerns about the potential negative impacts of the project. As with any large-scale development initiative, careful planning and oversight are essential to ensure that the benefits outweigh the costs.

Suggestion:

- 1.China should end the policy of loan siege from the countries involved in the BRI, otherwise this project will die.
- 2.China should work out a positive solution with India. Because in South Asia China will fall alone without India.
- 3.China should not do any act through the BRI that poses a threat to the sovereignty, foreign policy or national security of other states. Otherwise the project would become null.

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