

***ИНИЦИАТИВА «ОДИН ПОЯС – ОДИН ПУТЬ» ВОЗМОЖНОСТИ И
РИСКИ ДЛЯ РОССИЯН***

Д.И. Доусон

магистрант

Сибирский федеральный университет,

Красноярск, Россия

Аннотация

«Один пояс – один путь» (One Belt One Road) – это инициатива огромного масштаба, предложенная Китаем, затрагивающая страны Ближнего Востока, Западной Европы и часть Африки. Также она предполагает активное участие стран Центральной Азии и России, причем Китай не только рассматривает эти страны в качестве ключевых партнеров, но и прекрасно понимает, что реализация One Belt One Road потерпит неудачу без их поддержки. Китай стремится, чтобы инициатива была полезной для всех участвующих стран. Ее целью является углубление сотрудничества в области экономики и безопасности между участвующими странами, а также сотрудничество в области инфраструктуры. При успешной реализации инициатива откроет массу возможностей для международного участия не только в России, но и в мировой экономике. В статье рассматриваются элементы инициативы «Один пояс – один путь», оказывающие влияние на Россию и россиян.

Ключевые слова: Китай, экономика, Россия, инфраструктура, безопасность, сотрудничество

CHINA'S ONE BELT ONE ROAD OPPORTUNITIES AND RISKS FOR RUSSIANS

Joseph Yaw Dawson
Msc. Banking student
Siberian Federal University
Krasnoyarsk, Russia

Abstract

One Belt One Road is a China's initiative of enormous scope that includes countries from Middle East through to Western Europe and some part of Africa. It also counts on active participation of Central Asian countries as well as Russia, with China considering these countries as her key partners and being well aware that implementation of One Belt One Road would fail without their support. China seeks to achieve that the initiative is seen as beneficial for all participating countries. It must be emphasized that the aims of this initiative are to deepen economic and security cooperation among participating countries as well as cooperation in the infrastructure. If successfully carried out, the initiative has a lot of opportunities for international world, not only in Russia but also within the global economy. This article presents China's one belt one road impacts on Russians.

Keywords: China, Economic, Russia, Infrastructure, Security, Cooperation.

Introduction

China's one belt one road initiative, an economic and political package that changes trade positively is one of the principal businesses stories in Asia (Russia, India, Japan etc.). This initiative is aimed to implement properly Chinese goals of developing western regions of China, thus creating more market and more raw materials. Also, it is geared towards connecting China and other nations across Asia, Southeast Asia, Middle East, and Europe, via a large network of interrelating land and maritime paths, in order to simplify both commerce and trade. It must be noted that One Belt One Road initiative covers numerous countries including Africa and Asia, such as Kenya, Indonesia, Israel to mention but a few. These countries are

amounted to the total of 44 countries. However, these countries are developing ones. China's One Belt One Road will offer many opportunities and risks for Russia and other countries in the world who signed agreement to be part.

Discussion

On May 14-15, 2017, Beijing hosted one belt one road forum through which President Vladimir Putin of Russia, called for a corporation between Russia and China. He confirmed his intrinsic relations without getting into economic specifics with Xi Jinping. In his speech he admonished that Moscow is ready for Beijing. Right after the forum, President Putin was hopeful and said that there was no ground for fears about Chinese business 'taking over the Russian economy'. This article aims to highlight Russians opportunities and risks likely to face from Chinese one belt one road [1].

According to Prof. Zhao, the One Belt One Road is an initiative that offers substantial possibilities in economic, political, cultural, and tactical realms. Thus, it will support and strengthen China's infrastructural, economic, and predominantly cultural associations with key parts of the world. China-Russia ties have accomplished noteworthy results over the past. Therefore, the Initiative has a chance to bring China and Russia closer, which will be favorable to international governance as the world becomes progressively multi-polarized.

This initiative has assisted and continues to offer help to many countries in developing infrastructure from transportation to electrical energy. For example, China has invested a sum of \$14 billion in Eastern Africa Kenya's Standard Gauge Railway (SGR). The SGR is a 485km single-track railway and serves as one of the utmost important projects since Kenya's independence in 1963. Standard Gauge Railway stretches from Mombasa to the Kenyan capital, Nairobi, and in December 2015, Kenya loaned \$1.5 billion from China to extend the SGR further to Naivasha in the north-west. Furthermore, the SGR facilitates primary industries and trade between Africa and China. As a result, it is undoubtful the initiative will not offer

transportation gain to Russia. As Russia progresses in creating more roads in her cities, it is an undeniable fact that the Chinese government will offer aid to Russia.

In addition, one example of a One Belt One Road investment is its energy project in Pakistan — the Nehru Tim Jielu Mu Hydropower Station. Electricity supply is problematic in Pakistan; during the summer, there is more than 500 million-megawatt shortfalls on the states grid. Power cuts are common among hospitals, commercial and residential buildings. In 2014, the building of Nehru Tim Jielu Mu Hydropower Station was permitted and functioned by a joint engineering team of China Gezhouba Group Co., LTD (CGGC) and China Machinery Engineering Corporation (CMEC). This project invested around \$4.3 billion, and its goal is to build a dam on Nehru River and provide electricity via hydroelectric generation[2].

Similarly, China and Russia have formed a strategic corporation since the mid-1990s. Driven their common interest in opposing what they describe as power politics and US hegemony, Beijing and Moscow have molded a united front on many chief matters such as development of energy. This corporation appears to have been further reinforced by the specific individual bond between Presidents Putin and Xi over the past years. In this framework, Putin’s praise of BRI is to be expected. Economically, one Belt One Road promotes trade between each country and generates mutual economic benefit. For example, Kazakhstan is a noncoastal republic in Central Asia, with very cold winters and barely any vegetable production. Thus, the One belt one Road initiative always extensively provides aid to Kazakhstan.

Apart from a few energy-related developments in Russia, there is actually not abundant reports on Sino-Russian cooperation in BRI, although it consists of six economic corridors, with three of them directly or indirectly involving and affecting Russia—such as the China-Mongolia-Russia Economic Corridor, New Eurasian Land Bridge, and the Central and West Asia Economic Corridor. With emphasis on connectivity and infrastructure development as the significance, BRI invests heavily in roads, railways, ports, but also seeks to develop industrial zones, special economic zones, and other relevant projects. The objectives are to leverage the infrastructure to stimulate local economies, therefore facilitating better trade flows, investment

opportunities, as well as promoting tourism, education, and overall living standards. This provides an opportunity to promote economic cooperation between China and Russia.

One Belt One Road is said to shorten the distance between China and Russia and promotes the global economy and will hopefully see ongoing progress and generate benefits for every country.

While the economic benefits as well as others accrued one belt one road to both China and Russia in the accord, there are also some risks attached to the initiative:

- China could use One Belt One Road to export its surplus steel, cement and other materials, to Russia which may affect the Russian economy.
- Russia in BELT and ROAD region are characterized by internal strife and any domestic instability. This will increase costs of transportation and labor.
- Large financial investments relative to the small size of some economies could result in macroeconomic imbalances and high budget deficit due to one belt one in Russia.
- There are also devoted social and environmental risks as infrastructure schemes could displace communities and lead to environmental pollution[2].

Conclusion

To conclude, it must be emphasized that Chinese and Russian scholars talks for better cooperation between the two countries under the "One Belt, One Road" initiative should provide support for the creation of an enabling policy, legislative and regulatory environment for private sector development. Again, the initiative should build capacity for leadership to support effective and coherent policy coordination by convening and facilitating dialogue across sector-levels within these countries.

Finally, the initiative should be transformed into a platform for green trade, finance and investment. In other words, it should encompass all forms of environmental financial trading, renewable energy credits and energy efficiency.

References

1. EW World Economy Team. (2013). *Japan Economy*. Link.: http://www.economywatch.com/world_economy/japan/
2. China's one belt one road opportunities. Link.: <http://www.chinadaily.com.cn>