

"Belt and Road" 10th Anniversary Special Topic

The 10th anniversary of "Belt and Road" research: a historic leap in building an independent knowledge system

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Abstract: In the ten years since the "One Belt, One Road" initiative was proposed, it has produced three theoretical and practical effects. From a Chinese perspective, the "One Belt, One Road" initiative has comprehensively changed the Chinese people's worldview. It can be called the 20th edition of Open Eyes to See the World. It has greatly enriched and improved the study of history, language and culture, and promoted regional and country studies to become a national first-level discipline. For the first time since modern times, Chinese people have turned to looking at tomorrow from the day after tomorrow, not just from yesterday, but from a world perspective. "One Belt, One Road" has profoundly changed the world's view of China: from a catching-up country to a leading country, from Western modernization to Chinese-style modernization, so that the West regards China as a "systemic rival". From the perspective of China and the world, "On the one hand, the Belt and Road Initiative forms an open pattern of interconnectedness at home and abroad and mutual assistance between the East and the West, which greatly improves the level of openness, builds a network of interconnected partnerships, and builds a community with a shared future for mankind. On the other hand, it promotes the shaping of a new type of globalization and global governance. In response to the changes in the world, the times and history, this article calls for the construction of the "One Belt, One Road" geopolitical, economic and cultural studies, to shape the confidence and consciousness of building an independent knowledge system, discipline system, academic system

and discourse system. Keywords: "One Belt, One Road" advocates Chinese-style modernization of a community with a shared future for mankind

Author's introduction to

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The joint construction of the "Belt and Road" is a major initiative put forward by President Xi Jinping in response to the general trend of world development and the requirements of the progress of the times, with an eye to promoting the construction of a community with a shared future for mankind. Over the past ten years, the major initiative of jointly building the "Belt and Road" has been transformed from concept to action, from vision to Reality: It has become the largest international cooperation platform and the most popular international public product in the world today.

The report of the 20th National Congress of the Communist Party of China describes a new "two-step" journey towards realizing the great rejuvenation of the Chinese nation through Chinese-style modernization, building a community with a shared future for mankind, and creating a new form of human civilization. On the basis of Chinese-style modernization, we must establish ourselves and help others. China launched the "Belt and Road" initiative to promote the common

modernization cause of the world. The "Belt and Road" initiative always adheres to the principle of extensive consultation, joint contribution and shared benefits. It aims at high standards, sustainability and benefiting people's livelihood, focusing on key areas, key regions and key areas. The project continues to promote people's livelihood projects and people's hearts and minds projects, providing strong support and strong impetus to promote the construction of a community with a shared future for mankind and smooth domestic and international dual cycles. As of June 2023, China has signed cooperation documents with 152 countries and 32 international organizations. It has brought tangible benefits and prosperity to the local area. It can be said that the "Belt and Road Initiative" is a platform for common development and cooperation created by China and a vivid practice to achieve the "world version of common prosperity".

Looking back at the theoretical and practical effects of the "One Belt, One Road" initiative over the past ten years, there are three perspectives. From a Chinese perspective, the "One Belt, One Road" initiative has completely changed the Chinese people's worldview. It can be called the 20th edition of Open Eyes to See the World. From the perspective of the world, the "One Belt, One Road" initiative has profoundly changed the world's view of China: from a catching-up country to a leading country. From the perspective of China and the world, the "One Belt, One Road" construction has, on the one hand, created a The open pattern of interconnectedness and mutual assistance between the East and the West has greatly improved the level of openness. On the other hand, it has promoted the shaping of a new globalization and global governance pattern.

Open your eyes and see the world 20

Since modern times, the main target of China's "open eyes to see the world" has been the developed world. However, the "Belt and Road Initiative" has allowed China to completely step out of the modern perspective and open up a path to lead the future. It has greatly enriched and improved the study of history, language and culture, and promoted regional and country studies. As a national first-level discipline, the overall research on many countries and regions along the "One Belt and One Road" is still in a state of "absolute lack". There is an urgent need for academic research institutions to provide powerful knowledge services. National and regional research have become direct services. Basic measures of the "Belt and Road" initiative

(1) "One Belt, One Road" activates common historical memory from the time dimension 1 The

Silk Road spirit condensed by the Silk Road in 2000. The proposal of "One Belt, One Road" initiative activates the common historical memory of "Silk Road". The core purpose is to revive the Silk Road spirit of "peaceful cooperation, openness and inclusiveness, mutual learning, mutual benefit and win-win". Since the end of the Cold War, China has promoted economic cooperation in Central Asia and pushed forward the construction of the Shanghai Cooperation Organization, but it has always faced challenges. Later, China gradually discovered that it was not enough to promote economic cooperation only by participating in the construction and cooperation of international organizations, so it thought of the Silk Road as a focus. The implementation of the "One Belt, One Road" strategy is an international extension of China's reform and opening up experience. Its path Just like starting from the development of the Shenzhen Special Economic Zone, then forming an economic corridor, and finally developing into the Pearl River Delta Economic Belt.

2,500 years of globalization have eliminated the negative externalities of maritime globalization. The fate of globalization is actually inseparable from the rise and fall of the Silk Road. The Silk Road in history was very glorious. The European missionary Mildred Cable) recorded this in his long journey along the Silk Road: "The wide and deep ruts divide and merge, like eddies on the river. Countless people have walked on this road for thousands of years, forming a never-ending road. "The flow of life". In 1453, the rise of the Ottoman Empire cut off the bridge of trade and cultural exchange between the East and the West (known as the "Ottoman Wall" in history). Europeans were forced to go to the ocean, thus changing the entire world structure. The world entered a world dominated by the West. An era centered on the ocean and dominated by the ocean has created a maritime globalization. According to World Bank data, 80% of today's world output comes from a 100-kilometer zone in coastal areas, because 71% of the earth's area is covered by the ocean, and 90% of trade It is carried out through the ocean. Since the ancient Silk Road was cut off, many countries have tried to restore this channel. However, rebuilding the ancient Silk Road has been a century-old dream. The logistics costs of landlocked countries in Eurasia are very high, unlike maritime logistics. There is no competitiveness in comparison, and most of the industrial chains are located along the coast, while inland areas are gradually falling behind. Therefore, without opening up the Silk Road, the development gap between inland and coastal areas will be difficult to eliminate.

350 years of exploration of Chinese-style modernization. The most important significance of "One Belt, One Road" is, in the final analysis, to encourage countries to follow development paths that suit their own national conditions. From the east to the west, Central Asia is just a passage. The ancient Silk Road did not help the countries along the route. To achieve common prosperity, the "One Belt, One Road" initiative should eliminate this gap between rich and poor and truly tie the destinies of the countries along the route together to form a community of shared future. If the great rejuvenation of the Chinese nation is not achieved, the hegemony of Western discourse will continue. What Europeans believe The logic of the created discourse system is that "Eastern (modern) civilization comes from the West." In fact, it is the opposite. Many elements of Western civilization come from the East. One of the purposes of advocating the "One Belt, One Road" and striving to revive the Silk Road is to bid farewell to Western-centrism allows the world to return to its proper pluralistic state. The "One Belt, One Road" initiative is the key to the 21st century

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It is a cross-continental cooperation initiative that not only opens up the historically interrupted Silk Road, but also uses the historical concept of the Silk Road to create a new type of globalization.

4 10 years of practice in the new era. The ten years of the new era are also the ten years in which China has made historic achievements in continuously expanding its opening up to the outside world. It has continuously made new breakthroughs in building a new system of a higher-level open economy, and has accelerated the formation of a new pattern of all-round opening up. As We have a deeper understanding of a modern socialist country and a more mature strategy. China has completed poverty alleviation as scheduled and built a moderately prosperous society in all respects. Nearly 100 million rural poor people have been lifted out of poverty, and the middle-income group has exceeded 400 million people. Facing more complex and severe external factors Challenge, promote a series of transformative practices, achieve a series of breakthrough progress, and achieve a series of landmark results, which vividly reflects that China, as the world's largest developing country, upholds the responsibility and responsibility of a major country, and contributes to solving global problems, especially for developing countries. Provide Chinese solutions and Chinese wisdom to solve poverty problems and achieve common development.

(2) "One Belt, One Road" reconstructs a new world map from the spatial dimension

1 The interconnection of Eurasia and land and sea connectivity from vision to action. "Historical Records" records: "Things in the East are born, and things in the West mature. Those who work must be in the southeast, and those who achieve success are always in the northwest." Reform and opening up mainly opened to the West, especially to the United States, but this development model was unsustainable. After the financial crisis, the West's consumption power was insufficient and could not purchase so many goods made in China. China had a certain overcapacity and its products could not be sold. This proves that it is not enough to just focus on the markets of developed countries. The circulation of the world economy has also changed from the traditional "center-periphery" single circulation to a "dual circulation" system with China as the pivot point. Among them, One circulation is between China and developed countries (North American economies and Western European economies), and the other circulation exists between China and developing countries such as Asia, Africa and Latin America. ̄ By establishing a new industrial chain circulation, a "dual circulation" is formed. Hedging risks in developed markets, this is the earliest prototype of the idea of "One Belt, One Road". In the era of Eurasia before the 17th century, horses, camels and sailing ships were the main means of transportation for mankind. In the era of sea power in the 18th century, steam locomotives became the main means of transportation. Tools. After the 19th and 20th centuries, the railway age and the aircraft age ushered in. Today, mankind has entered the era of land and sea connectivity and the interconnection of everything. High-speed rail has become a representative means of transportation in the 21st century. China is already leading mankind's new industrialization, Urbanization, realizing the interconnection and interconnected development of the world, this is the essence of the "One Belt, One Road" idea.

2 Global Connectivity Partner Network. The key spatial directions of the "One Belt, One Road" initiative can be described as "six corridors and six corridors". It can be summarized as "roads" and "multiple countries and ports". "Six corridors" refer to the six major economic corridors, and "six roads" refer to railways,

̄ Zhang Hui: «The "Belt and Road" Strategy under the Double Circulation Framework of Global Value», published in «Economic Science», Issue 3, 2015, pp. 5-7.

Roads, waterways, airways, pipelines, and information highways. "Multiple countries" means cultivating a number of fulcrum countries, and "multiple ports" means building a number of fulcrum ports. The specific direction of the "One Belt and One Road" is divided into three land lines and two maritime lines. Five directions. The first direction of the Silk Road Economic Belt is from Central Asia and Russia to the Baltic Sea. The second direction is through West Asia and the Persian Gulf to the Mediterranean. The third direction is through the China-Pakistan Economic Corridor to the Indian Ocean. And "The key directions of the "21st Century Maritime Silk Road" are from China's coastal ports across the South China Sea to the Indian Ocean, extending to Europe, and from China's coastal ports across the South China Sea to the South Pacific. It is a way to build a global network of interconnected partners and a community with a shared future for mankind. Cooperation platform, so it also expands in space. "One Belt and One Road" is the "four-in-one" connectivity in the sky, on the ground, at sea, and online. It transcends the original "tangible world" and connects the "tangible" and the "intangible". Expand our understanding of the worldview

3. "One Belt and One Road" promotes China to re-construct the world's economic and geographical map. Many people call it the "Second Great Geographic Discovery". From a spatial perspective, "One Belt and One Road" has largely helped landlocked countries find ways to Haikou, realizing land-sea connectivity, such as Europe's millennium dream of connecting "three rivers" (Elbe, Danube, and Oder) to "three seas" (Baltic Sea, Adriatic Sea, and Black Sea). The "One Belt, One Road" initiative has activated this A dream to promote European interconnection, forming major projects such as the China-Europe Land-Sea Express Line and the Three Seas Port Area. The "One Belt, One Road" also created a large market by exerting scale effects. Geographically, the European territory eventually became more and more detailed. "One Belt, One Road" "After being proposed, it can connect small countries together, especially the inland and the ocean, and achieve land-sea connectivity. This is an important reason for the popularity of the "One Belt, One Road" initiative. It combines China's current production capacity advantages, technological advantages, and financial advantages. , experience and model advantages into market and cooperation advantages, turning China's opportunities into world opportunities, integrating the Chinese dream and the world dream. The "One Belt, One Road" transcends modern colonialism, imperialism, and hegemonism, creates an era without hegemony, and creates an era without hegemony. A future of harmony and inclusiveness between North and South.

(3) The "One Belt, One Road" initiative makes up for the shortcomings of history and reality from its own dimension

1 From "big freehand brushwork" to "meticulous brushwork": a new platform for international cooperation in the upgraded version of China's reform and opening up. Since modern times, the logic of the United States and the West has become increasingly inconsistent with itself. China has "opened its eyes to see the world." In the past, it looked at the developed world. The "One Belt, One Road" initiative has allowed China to completely step out of the modern perspective and open up a path to lead the future. Why can the "One Belt, One Road" initiative Has it caused such a big response in the world? Because it solves the contradiction between the world's growing demand for international public goods and backward supply capabilities, and will effectively promote the realization of the United Nations' 2030 Sustainable Development Goals. Adhere to the basic national policy of opening up to the outside world and enhance The level of coastal opening up, deepening inland and border opening, implementing westward opening, building a new pattern of all-round opening up, and deeply integrating

into the world economic system. 2 High-quality construction stage: the global effect of Chinese-style modernization. Investing in infrastructure, short-term possible

Creating jobs and increasing demand can also promote economic growth in the long run. Developed countries have old infrastructure and there are still investment opportunities, but the real good investment opportunities are in developing countries. Asia requires about 800 billion in infrastructure investment every year. US dollars, African countries need about 500 billion US dollars, and the world's total demand is about 2 trillion US dollars. For every 1 US dollar of infrastructure investment in developing countries, there will be an increase of 0.7 US dollars in imports, of which 0.35 US dollars comes from developed countries. Global Basics Facility investment will increase the exports of developed countries and create space for structural reform. The China-Europe trains have opened up a major land and sea channel, further improved the level of infrastructure connectivity and convenience, helped local governments open to the outside world at a higher level, and enabled Chongqing and Henan to open up to the outside world. and other inland provinces, from mountainous areas and central plains to the world.

3. The great cause of human development: China's plan for global common prosperity. In recent years, the majority of developing countries have become increasingly disappointed and even despairing of the Western model. They are increasingly interested in the Chinese model and highly appreciate China's practices and experience in getting rid of poverty, becoming rich, and developing rapidly. In the past, China's foreign aid did not attach political conditions, which reduced developing countries' dependence on Western aid. Now, China's investment model is different from the Western model and is making up for the shortcomings of economic development in developing countries. Dual countries like Uzbekistan Landlocked countries are relatively lagging in development. It is difficult to obtain loans from international financial institutions under existing market conditions. However, they have obtained loans from the China Development Bank, demonstrating the charm of the Chinese model of "government + market" two-wheel drive. In Indonesia, the Jakarta-Bandung high-speed railway In the bidding, the reason why China was able to defeat Japan and win was that China bypassed the premise of Indonesian government guarantee and had the strong support of Chinese state-owned banks. The Chinese model is also showing its talents in Africa. Africa's first Chinese standard transnational electrification The Asia-Djibouti Railway adopts the Chinese model from design, construction to operation, as does the Mombasa-Nairobi Railway and the Mombasa Port construction in Asia. Therefore, the "Belt and Road" is a great cause of human development and a Chinese plan for global common prosperity.

4. An important practical platform for building a community with a shared future for mankind: Responding to global localization or global regionalization) or a new type of globalization (developmental globalization, inclusive globalization) of global sectification (glofragementation), to improve global governance China's wisdom. "One Belt, One Road" has made up for three major shortcomings in history and reality to a large extent: The first major shortcoming is that colonialism and imperialism did not realize interconnection. The second major shortcoming is that Make up for the shortcomings of the world economy, especially the shortcomings of the real economy. The third major shortcoming is to make up for the shortcomings of globalization and create an inclusive globalization.

Justin Yifu Lin: «Tackling global economic challenges with "global infrastructure investment"» October 14, 2016
[Source: / /]

2. Three stages of "Belt and Road" research

From a world perspective, the "Belt and Road Initiative" has profoundly changed the world's view of China: from a catching-up country to a leading country, from Western modernization to Chinese-style modernization, so that the West regards China as a "systemic rival" (systemic rival) ̄

Qingyuan Xingsi, a Zen master of the Song Dynasty, proposed the three realms of Zen practice: At the beginning of Zen practice, one sees mountains as mountains, and water as water. When one has enlightenment in Zen, one sees mountains as not mountains, and water as not water. When one is fully enlightened in Zen, one sees mountains as mountains. ̄ Water or water? In the past ten years, domestic "Belt and Road" research has also experienced these three stages and two peaks. To a certain extent, this is also the case internationally. ̄



Figure 1 Number of Chinese and foreign literature with "One Belt, One Road" as the keyword

Source: Drawn by the author ̄

(1) The first stage: "See mountains as mountains, see water as water" (Research on Activating the Silk Road) In the early stages

of the proposal and implementation of the "One Belt, One Road" initiative, the important achievements of the Western Development provided a solid foundation for opening up to the west. At this stage, China is implementing a more proactive opening-up strategy. It is not only opening up to the east, but also opening up to the west. It will further expand inland opening and border opening, and expand new areas and new spaces for opening up. The joint construction of the "Belt and Road" is China's The top-level design of diplomacy focuses on economic development, does not engage in geopolitics, does not engage in exclusive small circles, and focuses on policy docking and mechanism building with other countries, establishing a new paradigm for global economic cooperation.

̄ Between 2013 and 2022, a large number of academic papers, newspaper reviews, books and conference papers appeared in the "Belt and Road" research. However, there is a huge gap in the quantity and dissemination of Chinese and foreign literature. Taking the CNKI and Scopus database searches as an example, through the CNKI The Internet searched for the keywords "One Belt, One Road" and "One Belt, One Road Initiative". The number of searches reached 2.57 million, including 1.38 million academic journal articles. And Scopus launched by Elsevier, the world's largest publishing house The database search yielded 381 items. According to the subject classification, the documents were mainly concentrated in social sciences, economics, environmental science and other disciplines, accounting for more than 60% of the number of retrieved documents.

In 2011, China formally proposed the concept of opening to the west for the first time in the "Twelfth Five-Year Plan", pointing out that opening to the west is a major measure for China's all-round opening to the outside world. While improving coastal and eastward opening, it will further expand inland and Opening up along the border and vigorously implementing opening up to the west. In September and October 2013, General Secretary Xi Jinping proposed the strategic concept of jointly building the "Silk Road Economic Belt" and the "Maritime Silk Road", which reflected the "Belt and Road" in opening up to the west. The office of the leading group for promoting the construction of the "One Belt and One Road" is located in the National Development and Reform Commission, and the former Western Development Department is responsible for the daily work of the leading group. This institutional setting has strengthened this understanding. Relevant scholars have studied from the perspective of national strategy and The responses of neighboring countries were analyzed. Yuan Xintao believes that the "One Belt, One Road" construction is an inevitable requirement for building a new pattern of China's all-round opening-up and an inevitable choice for promoting the common development and prosperity of Eurasian countries. Ruan Zongze proposed that the "One Belt, One Road" initiative is important for China's expansion in the new era. Win-win cooperation with neighboring countries is of great practical significance. The construction of "One Belt, One Road" has become a new window for China to expand its opening up and is the focus of enhancing mutually beneficial and win-win cooperative relations between China and its neighboring countries. Lu Feng and others believe that "One Belt, One Road" reflects the Clear win-win economy

Logic

In March 2015, marked by the "Vision and Actions to Promote the Joint Construction of the Silk Road Economic Belt and the 21st Century Maritime Silk Road" jointly issued by the three ministries and commissions, the era background, co-construction principles and framework of the "Belt and Road" were defined. ideas, etc., and put forward the sixteen-character Silk Road spirit of "peaceful cooperation, openness and inclusiveness, mutual learning, mutual benefit and win-win". Liu Weidong believes that the "Belt and Road" framework contains completely different concepts from previous economic globalization. "One Belt, One Road" has multiple spatial connotations and cross-scale characteristics. It is a national strategy that coordinates China's comprehensive opening up to the outside world. By comparing the essential differences between the "One Belt, One Road" initiative and the Marshall Plan, Jin Ling pointed out that the "One Belt, One Road" initiative is not a Marshall Plan and responded to the West's comparison of the two. Through the continuous deepening of the research on the concept of Silk Road, the "Belt and Road" research has also given birth to the research and disciplinary development of new Silk Road studies. Since 2015, based on the construction of disciplines, Shanghai International Studies University has

According to the institutional reform plan of the State Council, the Regional Opening Department was newly established in the functional departments of the National Development and Reform Commission in March 2019. The specific responsibilities are: to promote the implementation of the "Belt and Road" construction, and to undertake the daily work of the leading group for promoting the "Belt and Road" construction. According to the division of labor Guide regional opening up and cooperation, put forward relevant policy suggestions, undertake work related to international regional cooperation, propose and promote the implementation of development and opening up plans and policy measures in border areas. Yuan Xintao: «National strategic analysis of the "Belt and Road" construction», published in «Theory Monthly», 2014, Issue 11, pp. 5-9. Ruan Zongze: «What kind of periphery does China need to build», published in «Research on International Issues», 2014, Issue 2, pp. 11-26. Lu Feng et al.: «Why China? — The economic logic of the "One Belt and One Road" strategy», published in «International Economic Review», 2015, Issue 3, pp. 9-34. Liu Weidong: «The scientific connotation and scientific issues of the "One Belt and One Road" strategy», published in «Advances in Geographical Science», No. 5, 2015, pp. 538-544. Jin Ling: «"One Belt, One Road": China's Marshall Plan?», Published in «Research on International Issues», No. 1, 2015, pp. 88-99. Wang Yiwei: «The Belt and Road Initiative is by no means the Chinese version of the Marshall Plan», published in Qiushi, Issue 12, 2015, pp. 55-56.

The Silk Road Strategy Research Institute with Silk Road studies as its core was established. In April 2017, a professional academic journal "New Silk Road Journal" focusing on the "Belt and Road" and Silk Road studies was launched. Wang Wen proposed the establishment of "New Silk Road Journal" based on practical experience. "One Belt and One Road Studies" aims to re-summarize the historical experience of China's interactions with the world, reinterpret the development status of China's interaction with the world, and re-evaluate the future prospects of China's influence on the world. In addition, a think tank cooperation with "One Belt and One Road" as the main body has been formed .

Alliances, professional international alliances, forums of 100 and other policy and academic exchange platforms. The "One Belt, One Road" initiative has received positive statements from the governments of countries along the route. However, the initial recognition and response from foreign scholars and the public was not positive. However, there is a consensus that The political and economic landscape of Eurasia has ushered in new changes and has returned to the geocentric center of the world. Peter Frankopan, professor of history at the University of Oxford, published the book "The Silk Road: A New World History" in 2013. The "One Belt, One Road" initiative was proposed in 2006. This book is about the history of the Silk Road. "For thousands of years, the area that has connected Europe and the Pacific and is located between the East and the West has been the axis of the earth's rotation." Efforts Rankopan believes that Eurasia is the center of globalization, which has changed the concept of maritime globalization. American scholar Parag Khanna (Parag Khanna) in "Super Territory: Global Supply Chains, Super Cities and the Rise of New Business Civilization" » The book describes the interconnected super map that is being built around the world. Connor calls it "the return of the Asian, African and European continents". Asia, Africa and Europe return as a collective whole. The vision of the "Silk Road" is more like It is a kind of "space repair" rather than a geopolitical strategy.

(2) The second stage: "Looking at mountains is not mountains; looking at water is not water" (creating a new type of globalization). Among geopolitical theories, the most influential ones are Mahan's "Sea Power Theory" and Mackinder's "Continental Power Theory". China is a typical land-sea composite country. In its geopolitical interaction with Eurasia, the "Belt and Road Initiative" not only expands the domestic two-way development space, but also focuses on land and sea connectivity, aiming to realize the interconnection of the Eurasian region. Interoperability is the sublation of globalization dominated by traditional neoliberalism. The geographical scope of the "Belt and Road Initiative" has been greatly expanded. The relevant countries are based on but not limited to the scope of the ancient Silk Road. All countries and international and regional organizations can participate. In 2017 In May, the first "One Belt, One Road" International Cooperation Summit Forum presented a list of the results of the initiative's implementation for more than three years, covering five major categories: policy communication, facility connectivity, unimpeded trade, financial integration, and people-to-people connectivity, with a total of 76 major projects and more than 270 projects. specific results

Wang Wen: «"One Belt and One Road" requires comprehensive and systematic research», Published in «People's Daily», Page 5, January 23, 2017. [English] Written by Peter Frankopan, translated by Shao Xudong and Sun Fang: «Silk Road: A brand new world history» Hangzhou: Zhejiang University Press, 2016, Page Connor: «The world is about to become Asian VS Wu Xiaohu: I have deep concerns about today's world», June 14, 2019

The joint construction of the "Belt and Road" has the effect of creating Chinese-style globalization, changing the logic of China's reform and opening up from "China opening up to the world (mainly the developed world)" to "the world (especially countries along the route) opening up to China", and promoting It has promoted the opening up of the world, especially the mutual opening up among southern countries. High-quality joint construction of the "Belt and Road" not only opens up a path of opportunities for common prosperity for all countries, but also opens up a new world for China's open development. Among the participating subjects Above, it not only focuses on the role of state-owned and private enterprises in the construction of the "Belt and Road", but also proposes parallel experience sharing to provide guidance for the construction of the "Belt and Road", new South-South cooperation, and building a higher level of international development cooperation. In isolationism , against the background of "anti-globalization" where populism prevails, the original international cooperation mechanism is struggling. In November 2016, at the 71st United Nations General Assembly, 193 members of the United Nations unanimously agreed to write the "Belt and Road" initiative into the United Nations General Assembly. The resolution aims to achieve the alignment between the joint construction of the "Belt and Road Initiative" and the United Nations 2030 Sustainable Development Goals, further embodying that the "Belt and Road Initiative" is a cooperative initiative to build a new type of international relations, a new type of globalization, and a new type of global governance, and is the practice of a community with a shared future for mankind. Platform

In terms of unimpeded trade, it is generally believed that the "One Belt, One Road" initiative has promoted transnational infrastructure interconnection, which in turn has had a positive impact on the trade development of countries along the route by reducing trade costs and saving transportation time. The "One Belt, One Road" initiative has given ancient silk The new dimension of international trade along the way is the result of the deepening and extension of international trade theory under the new international and domestic background. Shen Minghui proposed that China and countries along the "Belt and Road" can strengthen infrastructure construction through new development cooperation to break through Development "bottlenecks" and reduce generalized trade costs. Empirical research by Sun Churen and others found that the proposal of the "One Belt, One Road" initiative has significantly promoted the growth of China's exports to countries along the "One Belt, One Road" and promoted the export between China and "One Road" countries. The role is greater than the export promotion role for the "Belt and Road" countries. EU countries, especially landlocked countries, will gain great benefits from the smooth trade of the "Belt and Road".

While the "Belt and Road" initiative has received positive responses from the international community, relevant studies have also noted the risks and challenges of the "Belt and Road". Some studies have measured and ranked the development levels of countries along the "Belt and Road" and found that The country's comprehensive development level is indeed constantly improving.

Wang Yiwei: "Can the "Belt and Road Initiative" create "Chinese-style globalization"?" published in "Journal of Xinjiang Normal University" (Chinese Philosophy and Social Sciences Edition), Issue 5, 2017, Pages

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Sun Churen, Zhang Nan, Liu Yaying: «The "Belt and Road" initiative and China's trade growth with countries along the route», published in «International Trade Issues», Issue 2, 2017, pp. 83-96. Alicia Garcia

Herrero and Jianwei Xu: "China 's Belt and Road Initiative: Can Europe Expect Trade

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However, there are still challenges such as food security, strong energy dependence, and unstable financial markets. The risks of the "One Belt and One Road" include economic, political, security, legal, moral and other aspects. Among them, security risks have been discussed more, because "The Belt and Road Initiative happens to pass through the so-called "arc of instability", which is the fault zone of civilizations and the connection zone of plates. While the "One Belt and One Road" faces political, economic, legal and other risks, it also needs to deal with threats from the country, enterprises and individuals. Large-scale moral hazard. There is also research on the risks implicit in the "One Belt, One Road" initiative, which mainly involve financial risks and supply chain risks. From the perspective of international risks, according to the World Economic Forum's «Global Risk Report 2022», "One Belt, One Road" The "five risks that will pose serious threats to their countries in the next two years" selected by respondents to the Global Risk Perception Survey in countries along the Belt and Road involve 31 specific risks in the five major categories of risks, including man-made environmental damage, employment and livelihood crises, large-scale economic The overall debt crisis ranks among the top three. Overall, the risk perception of respondents in countries along the "Belt and Road" is relatively consistent with the development characteristics and current situation of these countries.

At the same time, the international community's awareness and understanding of the "Belt and Road Initiative" continues to deepen. Some countries that were once prejudiced and wary have gradually changed their views, turning from resistance to acceptance, from negativity to positivity, and even set off the global "One Belt, One Road" initiative. A new upsurge in research. Almost all major European and American think tanks have established "One Belt, One Road" or related research projects. With the preparation for the establishment of the Asian Infrastructure Investment Bank and the launch of the Silk Road Fund, Chinese and foreign scholars are paying more attention to the key areas of five-way cooperation. Research on cooperation mechanism and strategic situation.

The World Bank's 2019 report "Belt and Road Economics: Opportunities and Risks for Transport Corridor Development" states that the full implementation of the "Belt and Road" initiative can help 32 million people escape moderate poverty (average daily living expenses below US\$32). The trade volume growth of global and "One Belt and One Road" economies will be divided into Do not reach 62% and 97% , Increased global income by 29%. For low-income countries along the Belt and Road, foreign direct investment increased by 76%. Among these benefits, low-income and lower-middle-income countries are the biggest beneficiaries, including both the "One Belt and One Road" countries, and also from non-"Belt and Road" countries. The 2019 Advisory Committee Report of the "Belt and Road" International Cooperation Summit Forum Advisory Committee believes that the "Belt and Road" is an opportunity for the world and will bring extensive benefits and promote economic growth and international cooperation. The "Belt and Road" initiative is highly consistent with the concepts and purposes of international financial institutions such as the World Bank. "Because China insists on embracing multiple We should actively integrate into the multilateral system, and we should jointly choose a solution that is beneficial to everyone."

Hu Biliang, Pan Qingzhong: « Calculation, ranking and evaluation of the comprehensive development level of countries along the "One Belt and One Road" (General Report) » «Economic Research Reference», Issue 15, 2017, Pages 4-15.

Wang Yiwei and Zheng Dong: «Moral Hazards and Countermeasures of the "One Belt and One Road" Strategy», published in «Northeast Asia Forum», Issue 4, 2015, pp. 39-47. «World

Bank Headquarters Seminar: "One Belt and One Road" "One Road" to create more opportunities for international cooperation», Published in "People's Daily" 2017 Edition 3, October 15, 2016

(3) The third stage: "Look at mountains or mountains, water or water" (promoting the construction of a community with a shared future for mankind)

Facing the world in a period of great development, transformation and adjustment, the "One Belt and One Road" provides a stronger support for globalization, and promote the development of traditional globalization in the direction of openness, inclusiveness, balance, and universal benefit. In November 2021, China held the third "Belt and Road" construction symposium, proposing that "it is necessary to comprehensively consider and plan the construction of a new development pattern and Jointly build the 'One Belt and One Road', focus on new areas of strength and shape new joint points." Based on this guiding ideology, the 2022 Chinese Government Work Report proposed that the specific tasks for high-quality joint construction of the "Belt and Road" are: Adhere to extensive consultation and joint construction Sharing, consolidating the foundation of cooperation in connectivity, steadily expanding into new areas of cooperation, promoting the construction of a new land-sea corridor in the west, carrying out foreign investment cooperation in an orderly manner, and effectively preventing overseas risks.

The "Belt and Road" initiative not only reshapes the world's economic and geographical pattern and promotes the economic development and residents' income growth of countries along the route, but also proposes that the Healthy Silk Road, Digital Silk Road, and Green Silk Road will become high-quality joint construction of the "Belt and Road" A new focus. Scopus database search shows that research on green and digital "Belt and Road" has increased rapidly since 2019. In 2019, China officially launched the "Belt and Road" International Alliance for Green Development. China and the World Health Organization signed an agreement on "One Belt, One Road". The Memorandum of Understanding on cooperation in the field of health along the Belt and Road Initiative aims to create a community of human health and a community of life between man and nature. The joint construction of the "Belt and Road Initiative" has established an international cooperation platform with extensive participation, provided Chinese solutions for the reform of the global governance system, and become a driving force for the construction of The vivid practice of building a community with a shared future for mankind has been widely welcomed by the international community and is an important

milestone in the history of world development. At the same time, the Western media has never stopped using the topic to confuse the public and exaggerating the setbacks of the "Belt and Road Initiative". For example, «Wall Street Daily News » believes that under the Ukraine crisis, Western sanctions against Russia are interfering with China's ability to export more goods to Europe. Many customers in Europe and China have switched transportation modes from railways to ships. Some media articles focus on China's overseas aid and construction projects. Among thousands of projects, five large-scale infrastructure construction projects, including the Cocacodo-Sinclair Hydropower Station in Ecuador, were singled out to attack China's "Belt and Road" projects for so-called "quality" problems. Western media also reported that some countries along the route were affected by the COVID-19 epidemic . Debt issues caused by the crisis in Ukraine and other countries are hyping up the "negative impact" of the investment and financing of the "One Belt, One Road" project. Another example is that the West has proposed the Global Infrastructure and Investment Partnership, the Global Gateway Initiative, etc.

« "One Belt, One Road" project "collapses"? «Wall Street Journal» Lies and truth» March 2, 2023y yyy: // yyy yyy y / yyy y / yyy y y / y / yyy yyy yyy [yyy y y y y]

The research results "Are China's development loans a challenge to the international order?" released by David Dollar, a senior fellow at the Brookings Institution, at the Japan Economic Research Conference in October 2017, Center for Global Development (Center in March 2018 for Global Development) report "Examining the Debt Impact of the Belt and Road Initiative from a Policy Perspective", May 2018 Harvard University Kennedy School of Government paper "Debt Diplomacy: Strategic Lending for China's New Economic Impact and its Impact on U.S. Foreign Policy" Impact», College of William and Mary China Foreign Aid Project Report (AidData) and Johns Hopkins China-Africa Research Project Report (CARI), etc.

Corresponding plans to compete with China in areas such as infrastructure. These prove from the negative side that the "One Belt and One Road" has strong vitality. In short, the "One

Belt and One Road" has multiple effects, namely the domestic opening effect, the cooperation effect between China and the world, and the global effect. In terms of the effect of domestic opening-up, the overall planning of China's open space layout in the new era has been carried out, which has improved the level of opening-up in various domestic regions, expanded the field of opening-up to the outside world, promoted institutional opening-up, and formed a "two-way mutual assistance between the east and west, and mutual assistance at home and abroad". In terms of the cooperative effect between China and the world, it has made a top-level design for the path of openness and win-win between China and the world, built an international cooperation platform with extensive participation, and provided a Chinese solution for the reform of the global governance system. It has become a vivid practice in promoting the construction of a community with a shared future for China and the world. In terms of global effects: (1) The joint construction of the "Belt and Road" is an important practical platform for building a community with a shared future for mankind. It promotes the transformation of globalization from neoliberal globalization to development-oriented globalization, inclusive globalization transformation, (2) Focus on infrastructure construction, the largest investment in the real economy, to promote the transformation of the world economy from weakness to reality, and eliminate the root causes of the global financial crisis. (3) Discover new growth points for the world economy and achieve common development. The founding of internal, transnational and regional interconnectivity has led the global regionalization and distributed cooperation model after the epidemic. (4) Enhance the weight of developing countries in global governance and improve the global governance structure. (5) "One Belt, One Road" The construction of an independent knowledge system answers "knowledge is power" - whose knowledge is whose power, and creates a new people-centered knowledge system.

3. Build an independent knowledge system for "One Belt, One Road"

Looking at the effect of the "Belt and Road Initiative" from the perspective of China and the world, on the one hand, it forms an open pattern of linkage between land and sea, and east-west two-way, which greatly improves the level of openness, builds a network of interconnected partnerships, and builds a community with a shared future for mankind; on the other hand, it promotes Shape a new pattern of globalization and global governance. In response to the changes in the world, the times, and history, we call for the construction of the "One Belt, One Road" geopolitical, economic and cultural sciences, and shape the construction of independent knowledge systems, discipline systems, academic systems, and discourse systems. Confidence and Consciousness. On

April 25, 2022, General Secretary Xi Jinping pointed out during an inspection at Renmin University of China, "Currently, upholding and developing the theory and practice of socialism with Chinese characteristics has raised a large number of new problems that need to be solved urgently. The world is facing unprecedented challenges in a century. Changes are accelerating, and the world has entered a new period of turbulence and change. There is an urgent need to answer the questions of the times, 'What's wrong with the world?' and 'Where is mankind going?' Accelerating the construction of philosophy and social sciences with Chinese characteristics, in the final analysis, is to build China's independent knowledge system. We must take China as a reflection and the times as a reflection, base ourselves on China's reality, solve China's problems, continuously promote the creative transformation and innovative development of China's excellent traditional culture, continuously promote knowledge innovation, theoretical innovation, and method innovation, so as to make Chinese characteristics

Philosophy and social sciences truly stand in the world's academic community."y

"One Belt and One Road" research calls for promoting the construction of an independent knowledge system. y One of the challenges encountered in building an independent knowledge system for "One Belt and One Road" is that mature science in the West is divided into disciplines, while China emphasizes the culture of harmony, relying on Western individualism or It is always difficult for individuals to understand the "Belt and Road" rationally. The reason why the "Belt and Road" has attracted widespread attention in the world is that its main intrinsic charm comes from Chinese-style modernization. If China can succeed, why can't other countries succeed? As a global recognition China's plan, "One Belt, One Road" aims to achieve common prosperity and benefit others, and is also an important practical platform for building a community with a shared future for mankind. The community with a shared future for mankind has achieved a new world view, created a new independent knowledge system that is different from the West, and formed The key to building an independent academic

system, discipline system and discourse system for the "One Belt and One Road" initiative is to create

The "Belt and Road" independent knowledge system follows three major logics. (1)

From the inside out: Promoting the common modernization of mankind from Chinese-style modernization.

The Chinese-style modernization experience of "to get rich, build roads first" has attracted 2/3 of the world's state participation "One Belt, One Road" raises three questions that need to be considered.

First, where does the money to build "roads" come from? There are tens of trillions of dollars of hot money in the world, but there is a huge gap in infrastructure. "One Belt, One Road" is to create a mechanism to turn "hot money" into "cold money" y Help the world economy turn from weak to real, and reduce the gap between rich and poor and the risk of financial crisis. Chinese-style modernization is to achieve rapid industrialization through the "scissors gap" between agriculture and industry, temporarily sacrificing the interests of agriculture, rural areas and farmers. Therefore, Chinese-style modernization is It is introverted and different from the modernization achieved by Western colonial plunder and waging war to seize the wealth of other countries. China's experience emphasizes adapting measures to local conditions and can be shared.

Second, the "road" was built , How to get rich? Take the high-speed railway as an example. The Beijing-Tianjin high-speed railway itself is losing money, and private capital has no interest in investing. China builds high-speed railways through state-owned enterprises and makes money through industrial development along the high-speed railways, forming industrial clusters such as real estate and tourism. Through infrastructure First, drive industrial development and realize people's happiness. To realize modernization on the basis of poverty and poverty, the government must create the market, rather than letting the market regulate the country, which will lead to the gap between the rich and the poor and the hollowing out of industries. After the economy took off, it practiced "promising government" + the concept of "efficient market" to overcome the problems of market failure, market distortion, and market disorder. This is also the reason why the "One Belt and One Road" is so popular: instead of letting children swim directly in the sea (market), they first build a swimming pool (economic Special zones, industrial parks) train children to swim, and eventually enable them to swim in the sea. This image metaphor is what late-developing countries realize.

y «During his inspection at Renmin University of China, Xi Jinping emphasized that we must adhere to the party's leadership, inherit the red gene, take root in the land of China, and find a new path to build a world-class university with Chinese characteristics», published in People's Daily, Page 1, April 26, 2022.

y Wang Yiwei: «Building an independent knowledge system for the Belt and Road Initiative», published in Beijing Daily, Page 11, February 27, 2023.

The universal path to modernization

Third, how to achieve common prosperity instead of creating a gap between the rich and the poor? China's experience is that it is not to build isolated roads and railways, but to interconnect infrastructure in the sky, on the ground, on the sea, and online to form economies of scale and create industrial clusters. Establishing a unified large market will bring about common prosperity. Without high-speed rail, the local specialties of the Miao villages in western Hunan will not be sold around the world, and tourists from all over the world will not come to the ancient city of Phoenix. How can China lift 800 million people out of poverty and achieve poverty alleviation? Get rich together? If there is no high-speed rail, there will be no development zones, tourism and real estate markets along the line. Local residents can only live in the dark corners of globalization. This requires a strong government to promote, state-owned enterprises to follow up, and long-term planning. It will be gradually implemented according to local conditions.

The "One Belt, One Road" demonstrates the world significance of Chinese-style modernization. Without Chinese-style modernization, there would be no "One Belt, One Road". The "One Belt, One Road" is the world version of Chinese-style modernization. President Xi Jinping said, "Only when the world is good can China be good. If China is good, the world will be better." "One Belt, One Road" is a platform for common development and cooperation created by China. It is a vivid practice of realizing "the world's version of common prosperity". It promotes the great cause of common modernization of mankind and makes the world a better place.

To break the myth that "modernization equals Westernization" and promote the common modernization of mankind, we must build an independent knowledge system for the "Belt and Road Initiative". To this end, we need to transcend "geopolitics - changes in the world", "geoeconomics - changes in the times" and "geoculture" —Historical Changes", advocating the "Belt and Road" political, economic and cultural studies to integrate the three unifications: Taoism (New Silk Road Studies), Xuetong ("Belt and Road" Studies), and Zhengtong (Community with a Shared Future for Mankind).

The political, economic and cultural studies of the "Belt and Road" are based on the successful practice of the "Belt and Road" and respond to the world's realistic and urgent needs to achieve sustainable development. Most of the countries co-constructed by the "Belt and Road" are in the stage of rapid industrialization or early stages, and will account for 10% of the world's total in the future. The main share of carbon emissions. If we do not implement the green "Belt and Road" construction, the global climate change emission reduction goals will not be achieved. Without industrialization, we must achieve carbon neutrality, and we must also go green and digital transformation. How to do this? How to avoid further marginalization? Causing the world to bear an unbearable burden? The duality, dependence and absoluteness of the "Belt and Road" countries have made these countries increasingly desperate for the

Western model and are looking eastward. From the perspective of supply, developed countries have advanced technology and sufficient funds can help these countries to develop sustainably, so why do we still need China? In other words, what kind of help does China provide that developed countries cannot or are unwilling to provide, nor do they work if they do, or cannot afford to ask for it? First of all, Say "Western

Wang Yiwei: "Questions of the Times, China's Answer: Building a Community with a Shared Future for Mankind", Changsha: Hunan People's Publishing House, 2021, Page 55

"Can't give": The technology of developed countries is capital-centered rather than people-centered. The huge intellectual property fees are unaffordable for developing countries. The second is "unwilling to give": Western private ownership serves the interests of capital and does not do anything. Unprofitable things lead to a flood of hot money. Developed countries' own infrastructure is aging and their industries are hollowed out, let alone providing infrastructure and industrialization to developing countries. Then there is the problem of "it doesn't work": the high standards of the West One-size-fits-all is not suitable for the national conditions of developing countries, and reflects its self-righteousness. Finally, it is "the other party can't afford it": costs, standards, and political conditions must meet the requirements of developed countries, and it is not feasible in developing countries.

Why can China give, Does it need to be given, and is it still effective? What are the benefits to China? First of all, "China can give": As the world's factory, China is a country with the entire industrial chain, with the lowest construction and production costs and the highest efficiency. In decades, it has completed hundreds of projects in developed countries. In the industrialization process of 20 years, modernization experience is the most vivid. Secondly, "China needs to give": China must participate in the formulation of standards, it needs the market, and it needs soft power. Furthermore, "China has given it and it still works": It is not high standards that fit all, but Create high-standard, down-to-earth conditions. As the largest developing country, China, through its rich domestic transformation experience and new development concepts, has always encouraged developing countries to follow a development path that suits their own national conditions. Through optimal demonstration

areas, it first pilots, Re-promote, seek truth from facts. Why emphasize green as the background of the "Belt and Road"? The West is to maintain a luxurious lifestyle, while China emphasizes the people's yearning for a better life. At the same time, it is also to attract the participation of developed countries and better realize the United Nations 2030 goals. 2020 Sustainable Development Goals. The West's duplicity is in sharp contrast to China's unity of knowledge and action. The "One Belt, One Road" initiative advocates third-party market cooperation. The West is worried about intellectual property protection issues and worries about technology from "institutional rivals" China. Challenges to competition and governance models, lack of political trust, and obstacles to cooperation. Therefore, the West has launched various strategic plans to counter the "One Belt, One

Road" initiative, but in the end they are just formalities and laughable. (2) From ancient times

to the present: from the maritime type Globalization to Inclusive

Globalization ¶ The "One Belt, One Road" initiative is overcoming various paradoxes of globalization. First, one-dimensional globalization. As mentioned above, the ocean-type "globalization" pioneered by Western centers in modern times is "partial globalization." (partial globalization), or one-dimensional globalization, as described in the Communist Manifesto: "Just as it subordinates the countryside to the cities, it subordinates the uncivilized and semi-civilized countries to the civilized countries, and makes the peasants The nation was subordinated to the nation of the bourgeoisie, and the East was subordinated to the West." Discriminatory discourses such as the New World, Anthropology, and Orientalism dominated the concept

¶ For representative works in this area, see Wang Yiwei: «The World is Connected: The Logic of the "Belt and Road Initiative"», Beijing: The Commercial Press, 2016, Editor-in-Chief

Liu Weidong: « Case Study of the "Belt and Road Initiative" Construction: Inclusive Globalization Perspective » Beijing: The Commercial Press, 2021

Thinking reflects one-dimensional people and one-dimensional modernization.

The second is the "center-periphery" model division of labor system. Since the colonial era, the development of human society has always been at the expense of some countries. The fundamental reason is that resources limitations and unfair distribution. In the traditional globalization model, because developed countries have mastered capital and core technologies, they have captured a large amount of asymmetric benefits under the "center-periphery" model division of labor system. Traditional globalization has formed a set of The "world division of labor system" has greatly integrated the efficiency of the global industrial chain. This division of labor system is basically formed by the global market configuration of multinational corporations. The development of multinational corporations has promoted the globalization of production, capital, trade, and technology, and transnational The vast majority of companies are Western.

The third is the hierarchical order of civilization. Globalization is guided by Western developed countries. The main civilization of this group of countries is Christian civilization. Based on the characteristics of "monotheism", Christian civilization (especially Protestant civilization) has a very strong conquest and exclusivity, so traditional The globalization of trade and capital has also brought about the globalization of Western-centric values, which is characterized by the promotion of "universal values" and the export of "democratic revolution". This essentially forms a hierarchical order of civilization. The proliferation of Islamic extremist terrorism is One of the products of this contradiction, and the contradiction based on civilization and religious values is almost irreconcilable under the existing institutional arrangements.

The fourth is the paradox between regionalization and globalization. Traditional globalization theory believes that regional integration is the primary stage of globalization, and globalization is the ultimate stage of regional integration. However, in actual operation, any super-region with a high degree of regional integration will National organizations will naturally become "circular" internalized, thus resisting further globalization. The most typical example is the European Union. Before the current round of world economic crisis, more than 80% of the EU's "foreign trade" was between member states. This kind of "autism" is not conducive to the development of globalization. Brexit shows that the promotion of globalization through European regional integration has reversed. The UK will not hesitate to withdraw from the European single market through a hard Brexit to better embrace globalization.

Overcoming the above-mentioned globalization paradox and creating a new type of globalization that is open, inclusive, universally beneficial, balanced, and win-win is the mission of the "Belt and Road Initiative."

(3) From the outside to the inside: from the "Five Links" to a community with a shared future

for mankind, how can we creatively transform and develop the "Silk Road Spirit" of peace and cooperation, openness and inclusiveness, mutual learning, and mutual benefit? President Xi Jinping proposed " The freehand brushwork of "One Belt, One Road" is not only to recreate the prosperous scene of the past when "envoys met each other on the road, and business trips were endless", but also to imagine the future of globalization, which is for the future of mankind. What will the future world be like? To a large extent, it depends on how well the "One Belt and One Road" is built. Traditional Chinese medicine believes that if there is pain, there will be no connection, and if there is pain, there will be no pain. "One Belt, One Road" is committed to the five-way concept of policy communication, facility connectivity, unimpeded trade, financial integration, and people-to-people connectivity. Promoting the construction of a global connectivity partnership network is overcoming development deficits, security deficits, governance deficits,

Trust Deficit. The "Xi

Jinping Diplomatic Thought Study Outline" points out: "The joint construction of the 'Belt and Road' is a major decision made by General Secretary Xi Jinping after deeply thinking about the future and destiny of mankind and the general development trend of China and the world, and promoting win-win cooperation and common development between China and the world." Adhering to the principle of extensive consultation, joint contribution and shared benefits to promote the construction of the "Belt and Road", it not only makes an overall plan for the layout of China's open space in the new era, but also conducts a top-level design of the path to achieve openness and win-win between China and the world. It is a characteristic of China in the new era. A major initiative of major power diplomacy, it is China's overall plan for opening up and foreign cooperation for a long time to come. It is a major innovation of our party's theory and practice of opening up. The joint construction of the "Belt and Road" has established an international cooperation platform with extensive participation. It provides a Chinese solution for the reform of the global governance system and has become a vivid practice in promoting the construction of a community with a shared future for mankind. It has been generally welcomed by the international community and is an important milestone in the history of world development." Pass For low-income countries along the Belt and Road, foreign direct investment has increased by 76%. In the past 20 years, China has helped African countries build about 100 seaports, 1,000 cross-river bridges, 10,000 kilometers of railways and 100,000 kilometers of railways. Highway This is a vivid practice of China-Africa cooperation in building a community with a shared future.

President Xi Jinping pointed out, "I proposed the 'Belt and Road' initiative to implement the concept of a community with a shared future for mankind. As the name suggests, the future and destiny of every nation and country are closely linked. We should stay together through thick and thin, and share weal and woe." We should strive to build this planet where we were born and grew up into a harmonious big family, and turn the yearning for a better life of people around the world into reality. " Understanding from two dimensions: The first is the historical dimension, which is to eliminate the poison of Western colonialism, help Africa and other

regions get rid of poverty and become rich, and realize their independent destiny (developing the New World); the second is the realistic dimension, which is to eliminate the gap between rich and poor caused by the Western-centered maritime globalization. (Discover the Old Continent), create a new type of globalization that is open, inclusive, balanced, inclusive, and win-win. The third is the future dimension, helping late-developing countries to achieve "overtaking around the corner" and achieve global interconnection with regional integration (real world history), leading a new type of global governance based on extensive consultation, joint contribution, and sharing.

Specifically, building an independent knowledge system for the "One Belt and One Road" can take the lead in establishing global development studies, Global Security, Global Cooperation, Global Ecology

Global development studies. The global development studies proposed by "One Belt and One Road" respect the national development conditions of the country. This is a very important cooperation study in the development studies of "One Belt and One Road". The global cooperation studies emphasized by "One Belt and One Road" are not capital-oriented, nor are they The big ones bully the small ones. Through bilateral or multilateral communication and consultation, countries can

Propaganda Department of the Central Committee of the Communist Party of China, Ministry of Foreign Affairs of the People's Republic of China: "Outline for Studying Xi Jinping's Diplomatic Thought", Beijing: People's Publishing House, Learning Press,

2021, Page 93, Xi Jinping: "On Persistence in Promoting the Construction of a Community with a Shared Future for Mankind", Beijing: Central Literature Publishing House, 2018, page 510.

Find the complementarity of economic advantages and realize the docking of development strategies. "Co-construction" emphasizes sharing responsibilities and risks, shaping a community of responsibility, and at the same time encouraging countries along the route to cultivate relevant talents after introducing capital and technology, and enhance independent development capabilities. Only by achieving the front Only two points can ensure that the results of the "Belt and Road" construction can be shared by participating countries, build a community with a shared future, and ultimately achieve common development.

Global Security Studies. The "Belt and Road Initiative" is a new starting point for improving global governance. It is a good way to achieve rebalancing of the world economy. Use development to ensure security. This security is sustainable. For example, the latest country to join the "Belt and Road Initiative" is called Palestine, many parts of this country are occupied by Israel, seeks security through development. This is also a manifestation of Eastern wisdom and the spirit of the "Belt and Road Initiative". By advocating the interconnection of infrastructure, the "Belt and Road Initiative" is curing the stubborn diseases of neoliberal globalization. Guide the flow of hot money to the real economy, eliminate the source of the global financial crisis, and achieve global financial governance. Promote global security governance by promoting security with development and ensuring development with security, emphasizing comprehensive security, common security, cooperative security, and sustainable security concepts.

Global Peace Studies. Peace studies are now facing the problem of world peace. Every place is fragmented. Will the world in the future move towards division and confrontation, or will it repeat the tragedy of the "Cold War"? Today we emphasize the interconnection between various regions and the emphasis on openness. Inclusiveness is also promoted by the "Belt and Road Initiative". Throughout the construction of the "Belt and Road Initiative", the right of countries along the route to have a say in their respective participation in cooperation matters is fully respected, and the interest relationships of various countries are properly handled to build a community of interests. Countries along the route, regardless of their size, strength or weakness, Rich and poor, both are equal participants in the Belt and Road Initiative. They can influence the multilateral cooperation agenda based on their own country's needs, rather than dictating the development path chosen by other countries. Global Ecology, General Secretary Xi's ecological civilization thought is

Digital ecology and green and low-carbon development. In the process of China's modernization, we will also encounter the contradiction between environmental protection and economic development. The West used to have unlimited carbon emissions, but China must restrict carbon emissions, and the "Belt and Road" countries We must also focus on reducing carbon emissions and achieving carbon neutrality. China has proactively announced that it will no longer build new coal power projects. These are in line with the requirements of the development of the times.

Therefore, to create an independent knowledge system for the Belt and Road Initiative is to build a community with a shared future for mankind by promoting global common modernization and common prosperity through the Belt and Road Initiative on the basis of the academic system, subject system and discourse system. According to the inside-out, The triple logic from ancient times to the present, from the outside to the inside, combines the positioning of the "One Belt, One Road" and domestic pursuits, the goal of the great rejuvenation of the Chinese nation and the people at the world level.

The goals of a community with a similar destiny are organically connected together.

The "Belt and Road Initiative" has eliminated the poison of Western colonialism, helped developing countries and regions get rid of poverty and become rich, and realize their own destiny. It has eliminated the gap between rich and poor caused by Western-centered maritime globalization and created an open, inclusive, balanced and universal economy. A new type of globalization that is beneficial and win-win, helping late-developing countries to achieve cornering

Overtaking, achieving global connectivity with regional integration (that is, real world history), leading a new type of global governance of consultation, co-construction, and sharing. In the future, about the "One Belt and One Road" and Chinese-style modernization, "One Belt and One Road" and dual circulation, the relationship between the "One Belt and One Road" and the three major initiatives (Global Development Initiative, Global Security Initiative, and Global Civilization Initiative), and how the "One Belt and One Road" promotes the construction of a community with a shared future for mankind. The academic, physical and chemical research will continue to deepen and will become a new era of Chinese studies. The most magnificent chapter

Four observations and reflections

"One Belt and One Road" is known as the largest international cooperation platform and the most popular international public product in the world today. Its extension can also be divided into narrow and broad senses. The narrow sense of "One Belt and One Road" refers to "promoting the joint construction of the Silk Road Economic Belt" The "Eurasian Connectivity Cooperation Initiative" defined in documents such as "Vision and Actions for the 21st Century Maritime Silk Road" and other documents includes 65 countries. The broad "One Belt, One Road" is to build a new type of international relations, a new type of globalization, and a new globalization. The cooperative initiative in governance is a practical platform for a community with a shared future for mankind.

Overall, the "One Belt, One Road" initiative has obvious interdisciplinary characteristics, and research on this initiative continues to be hot. The research contents of political science, economics, sociology and other disciplines are becoming increasingly rich and diverse. To understand the "One Belt, One Road" initiative from a specific field such as economics or international relations, transdisciplinary research is needed to break through the boundaries of various disciplines. This has to a certain extent promoted the existing theoretical innovation in international economics and independent innovation based on Chinese practice. The construction of a knowledge system, such as the "One Belt, One Road" economics, has given rise to a new trend in the subdivision of economics that originally had numerous disciplines and clear boundaries, requiring research based on an interdisciplinary perspective and integrating theory with practice.

At present, there are still some shortcomings and areas that need to be improved in the research on the "One Belt and One Road". First, there is still a phenomenon of "two skins" in the subject system and knowledge system. Research is often carried out under the name of "One Belt and One Road framework or perspective". Topics familiar to oneself, or mechanically emphasizing the importance of countries and regions along the route, rather than changing one's own world view and methodology, truly placing the "Belt and Road" under the concept of a community with a shared future for mankind (rather than simply new opening up and new diplomacy) In addition, emphasis is placed on papers but not books, and on publicity but not academics. The academic nature of "One Belt, One Road" research is not significant (because the connotation and denotation are unclear). Secondly, "One Belt, One Road" is limited by non-common language literature, and has not yet formed an understanding of the Belt and Road Initiative. A systematic review of country studies cannot erase the Western background of English literature. Third, interdisciplinary methods are emerging, based on field surveys.

γ Zhao Hongjun: «New progress in economic research on the "Belt and Road" initiative», published in «Chinese Social Science Evaluation», Issue 4, 2022, pp. 76-84.

There is still huge room for research on other methods, and it is necessary to break through the boundaries of various disciplines to carry out research.

Fourth, the standardization and commensurability of databases need to be strengthened urgently, resulting in a ChatGPT-style phenomenon of spreading rumors and ignoring the underlying logic of globalization. Currently, Boston The University Global Development Policy Research Center, Yunnan University's "Overseas Chinese-funded Enterprise Survey" database, and the Social Science Literature Press have established some "Belt and Road" databases, but they lack an authoritative and integrated data network. Fifth, facing the "One Belt and One Road" There are still shortcomings in the talents of international organizations and national and regional research talents in the "One Belt, One Road" initiative. There is a lack of a mechanism

to connect theory with practice. Looking to the future, the in-depth advancement of the "One Belt, One Road" initiative will surely have a profound impact on the economic and social development of countries along the route and even the world. The characteristics of "One Belt and One Road" are real economic globalization, the path is development-oriented globalization, the direction is inclusive globalization, and the goal is shared globalization. For the academic community, the author believes that there are still some inspirations that need further research. First, the issue of "Dunhuang is in China, Dunhuang studies abroad". The "One Belt, One Road" initiative is a Chinese initiative. How can "One Belt, One Road" studies or "One Belt, One Road" research blossom overseas? What about autonomy? How to bring peace to the world? The "Silk Road Spirit" of cooperation, openness and inclusiveness, mutual learning, mutual benefit and win-win can be creatively transformed and developed? Second, how to trigger academic resonance, resonance and empathy at home and abroad? Further clarify the relationship between self-talk, external publicity and The relationship between academic research. Objective evaluation of the positive effects, existing problems, and impact on different countries or regions of the "Belt and Road" initiative, and provide constructive opinions for continuing to promote the high-quality development of the "Belt and Road" initiative and suggestions. Third, how can the government and enterprises (private), theory and practice, domestic and international collaboration work together? Through the dissemination of cases of the "Belt and Road" jointly built by China and foreign countries, provide support for theoretical sublimation. Encourage participants from different fields and different disciplinary backgrounds. Adopting innovative research methods, from practical experience to knowledge exchange, to expand the internal motivation of countries around the world to participate in the joint construction of the "Belt and Road". Fourth, use the "Belt and Road" to conduct in-depth research on global regionalization, localization, and new changes in the international system. etc., through a series of targeted theoretical studies, it fully demonstrates the academic value and practical significance of the "One Belt, One Road" initiative in providing international public goods, building new international relations, and practicing the concept of a community with a shared future for mankind. Ultimately, with the "One Belt, One Road" initiative Political economics and culture promote the construction of an independent knowledge system for the "One Belt and One Road" initiative, write independent modernization theories, and compile the history of a community with a shared future for mankind.

(Editor Gao Han)