

“One Belt and One Road” vs. the Community of Human Destiny: Creating More Economic and Business Opportunities to the World

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Since being proposed by Chinese President Xi Jinping in 2013, the "One Belt and One Road (OBOR)" major initiative has been highly regarded by the international community, has responded positively to the relevant countries, and has become a Chinese national strategy. The vision and action documents for constructing "One Belt and One Road" have been formulated and written into relevant resolutions and documents of the UN Security Council. The "One Belt and One Road" initiative has actively responded to and participated worldwide in recent years. Noteworthy progress has been made in transforming the concept of "One Belt and One Road" from the vision to the real action. Compared with several significant plans in the history of world economic development, pushing forward the construction of "One Belt and One Road" has its characteristics and uniqueness. The goal of promoting the "One Belt and One Road" construction is to open wider to the outside world through promoting and further deepening reform, to achieve mutual benefit and win-win cooperation with other developed and developing countries, and to build a community of human destiny.

Keywords: One belt and one road (OBOR), world economy, deepening reform, cooperation and win-win, destiny community

INTRODUCTION

About 2000 years ago, Eurasia's hard-working and brave people explored many roads for trade and cultural exchanges that linked several significant civilizations in Asia, Europe, and Africa, collectively referred to as the Silk Road by later generations, which generally refers to the land silk road. It can be divided into the land Silk Road and the sea Silk Road. The land Silk Road originated in the Western Han Dynasty (202-8 BC) when Emperor Wudi of Han sent Zhang Qian to the Western Regions to open land corridors connecting the Mediterranean countries through Gansu, Xinjiang, Central Asia, and West Asia, starting from the capital Chang'an (now Xi'an). Its initial function was to transport silk produced in ancient

China. In 1877, in his book *China*, the German geographer Richihofen named the "Silk Road" as "the western region transportation road between China and Central Asia, China and India through silk trade from 114 BC to 127 AD", which was quickly accepted and formally used by academia and the public. The "Maritime Silk Road" is a maritime passageway for ancient China's transportation, trade and cultural exchanges with foreign countries. It is mainly centered on the South China Sea, also called the South China Sea Silk Road. The Maritime Silk Road was formed in the Qin and Han Dynasties, developed from the Three Kingdoms to the Sui Dynasty, flourished in the Tang and Song Dynasties and transformed in the Ming and Qing Dynasties. It is the oldest known maritime route (Liu et al., 2019; Wang, 2024).

The Belt and Road (abbreviated B&R) is the abbreviation of the "Silk Road Economic Belt" and "Marine Silk Road in the 21st Century". In September and October 2013, Chinese President Xi Jinping proposed cooperation to build the new Silk Road Economic Belt and the Marine Silk Road in the 21st Century. On March 28, 2015, the State Development and Reform Commission, the Ministry of Foreign Affairs and the Ministry of Commerce jointly issued the "Vision and Action for Promoting the Construction of the Silk Road Economic Belt and the Marine Silk Road in the 21st Century." However, the current international situation is turbulent. Events such as local wars, ethnic hatred, big country games and nuclear wastewater discharge into the sea have made the international situation even tenser, which undoubtedly adds a test to the high-quality development of the "Belt and Road (Tang, 2024) ."

“ONE BELT AND ONE ROAD” ACHIEVED INITIAL ACCOMPLISHMENTS

For thousands of years, the spirit of the Silk Road has been handed down and promoted the progress of human civilization; this spirit consists of peaceful cooperation, openness and tolerance, mutual learning, mutual benefit and win-win. It is an important link to promote the prosperity and development of countries along the Silk Road, an important symbol of East-West exchanges and cooperation, and an important historical and cultural heritage shared by all countries worldwide. In the 21st century, in the new era with the theme of peace, development, cooperation, and win-win situations, facing the complicated international and regional situation, it is more important and precious to inherit and carry forward the spirit of the Silk Road. It is clear that China's ties with other countries would be shaped in large part by the future geo-economic, geo-political, and geo-strategic components of various projects, particularly those along the One Belt and One Road (Khan & Raza, 2023).

The Proposal of the “One Belt And One Road” Initiative

In September and October 2013, during the visit to Central Asian and Southeast Asian countries, Chinese President Xi Jinping put forward a significant proposal to build the "Silk Road Economic Belt" and "the maritime Silk Road in twenty-first Century" (referred to as the "One Belt and One Road") successively, which is highly concerned by the international community and gains a positive response from the states. Speeding up the construction of "One Belt and One Road" is conducive to promoting economic prosperity and regional economic cooperation among various countries along the road, strengthening exchanges and mutual learning among different civilizations, and promoting world peace and development. It is an excellent cause for the benefit of people from all over the world. Building the "One Belt and One Road" strategy has become China's national strategy, has been actively responded to by the relevant countries along the way, and has won widespread resonance (Zhang, 2023).

On November 4, 2014, Xi Jinping chaired the eighth meeting of the Central Leading Group on Finance and Economics and delivered an important speech emphasizing that the Silk Road Economic Belt and the 21st Century Maritime Silk Road Initiative conformed to the requirements of the times and the aspirations of all countries to accelerate development. It provided an inclusive and huge development platform with a profound historical origin and humanistic foundation and could equate the rapid development of China's economy with that of other countries. He also pointed out that the nation should concentrate its efforts on this significant event, uphold the concept of neighboring diplomacy of kindness, sincerity, goodwill, and tolerance, and have harmonious relations with close and distant states to make the countries along the road more identify with China and become closer and more supportive.

On March 28, 2015, President Xi Jinping delivered a keynote speech at the opening ceremony of the Boao Forum for Asia 2015, saying that the "One Belt and One Road" Cooperation Initiative fits the needs of China, the countries along the border and the region, meeting the common interests of all the parties concerned, and complying with the trend of regional and global cooperation. The construction of "One Belt and One Road" is based on the principles of collaboration, co-construction, and sharing. It is not closed but open and inclusive. It is not a solo of the Chinese family but a chorus of the countries along the route. The construction of "One Belt and One Road" is not to replace the existing regional cooperation mechanisms and initiatives but rather to push the development strategies of the countries along the border to complement each other and help with each other's shortcomings. With the joint efforts of all parties concerned, the vision and action document for constructing "One Belt and One Road" has been formulated.

The Infrastructure Investment Bank of Asia has made substantial progress in its preparation and construction. The Silk Road Fund has successfully started, and several infrastructure interconnection projects have been steadily advancing. On March 28, 2015, the Chinese Government officially announced the Vision and Action for Promoting the Co-construction of the Silk Road Economic Belt and the Marine Silk Road in the 21st Century (now called "Vision and Action"). "Vision and Action" put forward five important content and cooperation priorities: policy communication, facilities interconnection, trade flowing, accommodation of funds, and the same hearts and minds among people.

The Thirteenth Five Year (2016-2020 year) Planning Outline for People's Republic of China's National Economic and Social Development, issued on March 17, 2016, pointed out the nation should improve the "One Belt and One Road" cooperation mechanism, and improve the "One Belt and One Road" bilateral and multilateral cooperation mechanism around policy communication, facilities interconnection, trade flowing, accommodation of fund and the same hearts and minds among people, so that the states can create a new situation of open and inclusive human exchange. Besides, the nation should build a mechanism for cultural exchanges involving officials and citizens.

On August 17, 2016, Xi Jinping stressed the need to sum up, experience, strengthen confidence and push forward in the Forum on promoting "One Belt and One Road" construction work, focusing on policy communication, facilities interconnection, trade flowing, accommodation of fund and the same hearts and minds among people, concentrating on building a mutually beneficial cooperation network, a new model of cooperation, and a pluralistic cooperation platform, and focusing on building a green Silk Road, a healthy Silk Road, an intelligent Silk Road, and a peaceful Silk Road, the states should seize the spirit of nail and take the "One Belt and One Road" construction forward step by step, so that the "One Belt and One Road" construction will benefit the people of various countries along the line.

On March 18, 2017, the UN Security Council resolution called on all countries to promote the construction of "One Belt and One Road" and build a community of human destiny. Resolution No. 2344th on Afghanistan, unanimously adopted by the UN Security Council¹, called on the international community to condense the assistance of the Afghan consensus and strengthen regional economic cooperation through the construction of "One Belt and One Road," urging all the parties to provide a safe environment for the "One Belt and One Road" construction to strengthen the strategic docking of development policies, and promote interoperability and pragmatic cooperation. The resolution emphasizes that regional cooperation should be encouraged in a spirit of win-win cooperation to promote security, stability, and development in Afghanistan and the region and build a community of human destiny. So far, the construction of "One Belt and One Road" has been officially written into the United Nations documents.

China proposed the Belt and Road Initiative in 2013 for several reasons, including capital accumulation, infrastructure export, market access, imbalanced growth resolution, energy supply assurance, and border stability (Chang, 2023). At present, more than 100 countries and international organizations are involved in it. China signed a cooperation agreement with more than 30 countries along the route to carry out the "One Belt and One Road" cooperation agreement and international capacity cooperation with more than 20 countries. International organizations such as the United Nations also took an active attitude. Financial cooperation, represented by the Asian Investment Bank and the Silk Road Fund, has been deepening, and a few influential landmark projects have gradually landed. The construction of "One Belt and One Road" is from scratch to existence, from a point to the surface, with progress and achievements

exceeding expectations. The Belt and Road Initiative has contributed to China's economic growth and expansion but also faces corruption and environmental concerns. Regarding society, the Belt and Road Initiative has both positive and negative impacts and hidden risks. It creates jobs and infrastructure but, to a certain extent, increases pollution and destroys the ecological balance. The development of the One Belt and One Road should take its essence and discard its dross, criticize inheritance, make the past serve the present, and all countries should work together to realize a community of shared future (Peredy, Jiayi, Jiaxuan, & Zheng, 2023).

“One Belt and One Road” Construction has Achieved Positive Outcomes

On May 14, 2017, Xi Jinping delivered a speech at the opening ceremony of the "International Cooperation Summit on the One Belt and One Road" In "The Construction of "One Belt and One Road" Hand in Hand," it is said that more than 2000 years ago, our ancestors crossed the prairie desert and opened up the land Silk Road connecting Asia, Europe, and Africa. The Chinese forefathers set sail and sailed through the stormy waves to break out the Silk Road on the sea connecting East and West. The ancient Silk Road opened a new window for friendly exchanges among countries and wrote a new chapter in human development and progress. The ancient Silk Road stretches for thousands of miles and lasts thousands of years. It has accumulated the spirit of the Silk Road with peace and cooperation, openness and tolerance, mutual learning and mutual benefit as its core. This is the precious heritage of human civilization. This period of history shows that no matter how far apart people are if they bravely take the first step and persist in moving towards each other, people can walk out the road of meeting and knowing each other with common development and happiness, peace, harmony, and beauty. In the autumn of 2013, Xi Jinping proposed the construction of the Silk Road Economic Belt and the maritime Silk Road in the twenty-first Century in Kazakhstan and Indonesia, that is, the "One Belt and One Road" initiative. Peach trees are not attractive, but because they have flowers and fruits, people walk under them and make a path.

Similarly, being noble, honest and upright will naturally be respected and admired by people without self-declaration. Over the past four years, more than 100 countries and international organizations have actively supported and participated in the construction of "One Belt and One Road," it has also been included in the important resolutions of the UN General Assembly and the UN Security Council. The construction of "One Belt and One Road" has gradually transformed from concept into action, from vision to reality, with fruitful progress. Xi Jinping has often stressed that constructing "One Belt and One Road" is not to start a new business or reinvent the wheel but to achieve strategic docking and complementary advantages among states along the road. China coordinates its policies with relevant countries, including the Eurasian Economic Union proposed by Russia, the Master Plan for Interconnection proposed by ASEAN, the "Bright Road" proposed by Kazakhstan, the "Intermediate Corridor" proposed by Turkey, the "Road of Development" proposed by Mongolia, the "Two Corridors and One Circle" proposed by Vietnam, the "North Economic Center of England" proposed by Britain, the "Amber Road" proposed by Poland, and so forth.

Planning docking between China and Laos, Cambodia, Myanmar, and Hungary has also been carried out. It has been four years since the people's hearts and minds have been united. "The friendship between the nation and the people lies in the heart-to-heart relationship." The construction of "One Belt and One Road" has helped the participating countries to carry forward the spirit of the Silk Road, carry out the construction of the intelligent Silk Road and the healthy Silk Road, and extensively cooperate in various fields such as science, education, culture, health, and folk exchanges with each other, to lay a solid foundation for the "One Belt and One Road" construction and build a solid foundation for the society. The fruitful results show that the "One Belt and One Road" initiative aligns with the trend of the times and meets the laws of development. It is also in line with the interests of all people and has broad prospects.

China should build the "One Belt and One Road" into the road of civilization. The "One Belt and One Road" initiative aims to transcend estrangement among civilizations, promote mutual learning, transcend conflict, and advance coexistence among civilizations beyond their superiority. It aims to promote mutual understanding, respect and trust among countries. The construction of "One Belt and One Road" is rooted in the historical soil of the Silk Road, focusing on the Eurasian continent and opening to all friends. Whether

from Asia, Europe, Africa or America, all states are partners in building international cooperation with the "One Belt and One Road." The construction of "One Belt and One Road" will be discussed by all parties, and all will share the achievements of the "One Belt and One Road" construction as well.

The ancient Silk Road embodies the pursuit of a better life for Chinese ancestors, promotes the interconnection of countries in Asia and Europe, facilitates the exchange of civilizations between the East and the West, and makes outstanding contributions to the development and progress of human civilization. China can absorb wisdom and strength from the ancient Silk Road, promote peaceful cooperation, openness and tolerance, mutual learning, mutual benefit, and win-win situations, and jointly open a brighter future. "One Belt and One Road" originated from China but belongs to the world. The construction of "One Belt and One Road" is an open and inclusive cooperation platform spanning different regions, various stages of development and other civilizations. It is a global public product jointly built by all parties. It focuses on the Eurasian continent and is open to all like-minded friends without excluding or targeting either side.

China's efforts to promote "One Belt and One Road" construction should strengthen international cooperation, economic policy coordination, and development strategy docking, transform consensus into action, promote practical cooperation in various fields, and continue to reach new achievements, set up bridges for non-governmental exchanges and create better lives for the people. All countries are equal participants, contributors, and beneficiaries in promoting such an open and inclusive development platform of "One Belt and One Road" construction. With an open mind, China will adhere to the principles of consultation, joint contribution and sharing, mutual respect, democratic consultation, and common decision-making, and work together in opening and win-win cooperation.

On October 18, 2017, the Nineteenth National Congress of the Party report pointed out that the nation should promote the formation of a new pattern of comprehensive opening up. China should focus on the construction of "One Belt and One Road," adhering to the principle of "the combination of bringing in and going out," abiding by the principle of "joint contribution and sharing," and strengthening the opening and cooperation of innovative capabilities, to form an open pattern of linkage between land, sea and abroad which benefits both the east and the west. Up to August 2018, the "One Belt and One Road" initiative has been actively responded to and participated in the world in the past five years. After five years of practice, the "One Belt and One Road" construction has progressed considerably from the concept and vision to practical action (Zhang & James, 2023).

First, China should enhance strategic mutual trust and build up international consensus. The core idea of building the "One Belt and One Road" initiative and co-building and sharing have been written into the outcome document of important international mechanisms such as the United Nations. One hundred three countries and international organizations have signed 118 cooperation agreements with China on "One Belt and One Road." In 2017, the first "One Belt and One Road" International Cooperation summit was successfully held in Beijing. The heads of state and governments of 29 countries attended, and 1600 representatives from more than 140 countries and more than 80 international organizations participated in the meeting. Of the 279 outcomes of the Forum, 265 have been completed or turned into standard work so far, and the remaining 14 are being supervised and promoted, with the implementation rate reaching 95%.

Second, China should pay close attention to cooperative projects and form demonstration effects. Focus on the main framework of "Six Corridors, Six Roads, Multi-Countries and Multi-Ports," substantive progress has been achieved in several cooperation projects. The construction of the China-Pakistan economic corridor is progressing smoothly. The construction of China-Laos, China-Thailand and Hungary railways has steadily advanced. Some sections of the Yawan high-speed railway have been constructed, and Guadall Port has been fully operationalized. On August 26, the cumulative number of block trains in China and Europe exceeded 10,000, reaching 43 cities in 15 European countries and achieving "three trips of going and two trips coming back," with a heavy box rate of 85%.

Third, China should promote win-win cooperation and achieve common development. As of June 2018, China's trade in goods with countries along the route totaled more than \$5 trillion, and foreign direct investment exceeded \$70 billion. Overseas Economic and trade cooperation zones built by countries along the line have invested more than 20 billion US dollars, created hundreds of thousands of jobs, and generated billions of US dollars in tax revenue for local governments. Chinese enterprises have been exploring with

companies in developed countries, including some large multinational companies, to build third-party market cooperation in the "One Belt and One Road" construction field.

Fourth, China should improve its service system and strengthen its financial support. China and 17 countries have approved the "One Belt and One Road" financing guidance principle, accelerating the overseas layout of financial institutions, and 11 Chinese-funded banks have set up 71 first-tier institutions. Joint financing cooperation with multilateral development banks, such as the African Development Bank, the Pan-American Development Bank and the European Bank for Reconstruction and Development, has been carried out. China should strengthen legal risk prevention and control and establish the "One Belt and One Road" international commercial dispute settlement mechanism and institution (Lin, 2017).

Fifth, China should uphold openness and tolerance and close cultural exchanges. The states should actively cooperate in education, science and technology, culture and other fields, and formulate and publish unique cooperation plans in education, science and technology, finance, energy, agriculture, inspection and quarantine, standard Unicom and other fields. Through implementing the Silk Road Scholarship Scheme and establishing school-running institutions abroad, technical management talents will be cultivated for the countries along the Silk Road. In 2023, more than 400,000 students came from countries along the line to China, and more than 80,000 students went to countries along the line. By 2025, the number of two-way tourists with countries along the line will be estimated to exceed 100 million, and tourism consumption will be about 120 billion US dollars.

MAJOR PLANS IN THE HISTORY OF WORLD ECONOMIC DEVELOPMENT

Bretton Woods Agreement

In July 1944, on the eve of the victory of World War II, 44 allies in World War II, organized by the United Kingdom and the United States, held a 730-member International Monetary and Financial Conference of Union and Alliance Countries at a hotel in Bretton Woods Village, New Hampshire, USA, and adopted the International Monetary Fund Association and the International Bank for Reconstruction and Development Agreement based on the White Plan proposed by the United States, also known as the Renault Plan. They were finally known as the Bretton Woods Agreement, marking the start of the Bretton Woods System. In the international financial and monetary system, the US dollar is the unified unit of currency settlement globally (Zhou, 1984).

First, since the implementation of the Bretton Woods Agreement, US dollar bonds have become the world settlement currency, dominated the world financial and monetary market, and the US dollar allows the United States to borrow from the world without restriction. Still, its debt repayment is unequal or simply irresponsible. Besides, since the US debt to other countries is denominated in US dollars, it can allow money printing mills to overprint the US dollar without restraint. In such cases, even if the dollar depreciates, it can reduce the burden of their external debt, stimulating exports and improving their balance of payments (Ding, 2011). In addition, with the strong economic strength and stable investment environment of the United States, investment and financing in the United States can bring more profits. Therefore, many people and many countries want to invest and finance in the United States.

For this reason, the arrival of many circulating dollar funds has reduced its interest rate and the cost of making up the fiscal deficit. Moreover, under normal circumstances, when a country's balance of payments deficit occurs, it is generally necessary for the government to adjust its economic policy. Still, the United States does not need to do so because the United States dollar is an international currency. When the United States has a foreign trade deficit, the United States government can print US dollars to offset the deficit, maintaining the balance of the national economy and transferring inflation to other countries (Xu, 2006). The post-war US economy remains stable despite decades of high fiscal deficits. In addition, in the world economic risk, the United States can also obtain a vast Seigniorage tax, initially imposed by Western European countries in the Middle Ages on precious metals such as gold and silver sent to mints for coinage. Later, the profits made by the US government in issuing currency (equal to the difference between the face value of coins and the value of coin metal coins) were based on paper money after the collapse of the gold standard. The paper-based credit standard replaced the gold standard, and the US dollar acted as the

international monetary agent, benefiting the United States (Zhao, 1980). When the United States prints a worthless note bond, the seigniorage equals the value of the social products it can buy. The difference between them is the "seigniorage tax" of the United States. Such a dominant position in the world's economic and monetary rate has brought significant economic benefits to the United States.

Why can the Bretton Woods Agreement be implemented smoothly? At the end of World War II, Italy had surrendered, Germany had turned to strategic defense on the eastern front, and Japan had lost its ability to conduct large-scale battles in the Pacific region; not only their domestic economy was close to collapse, but also the economic strength of Britain and France had been severely damaged in the war. At that time, the war economy of the Soviet Union was the same as that of Britain and France, as Fascist Nazi Germany invaded it before the completion of its third five-year plan. It was only the United States that made windfall profits in the war. As a result, its economy developed unprecedentedly, and gold flowed into the United States continuously. In 1945, the gross national product of the United States accounted for 60% of the total national product of the capitalist countries. The gold reserve of the United States increased from \$14.51 billion in 1938 to \$20.8 billion in 1945, accounting for 59% of the world's gold reserve, equivalent to 3/4 of the world's gold reserve of the whole capitalist world, which made it a dominant position in the capitalist world. Therefore, in the wartime era of the world economy under this situation, it is necessary to form an international monetary system centered on the US dollar after World War II.

In addition, according to the announcement of the National Security Agency in 1994, the circulation of US dollar bills worldwide is 400 billion yuan, 1/3 of which is in the United States and the other 2/3 in foreign countries. The New York Federal Reserve also reported that, at the end of 2002, about 55% to 60% of the \$650 billion currencies circulated on the market, or about \$340 billion to \$370 billion, were circulated outside the United States. According to recent estimates of the Federal Reserve System, about two-thirds of all currencies are held outside the United States, and the total amount of currencies circulated in the world has reached nearly \$70 billion. Between 1989 and March 1996 alone, US dollars flowed to Russia and Argentina amounted to 44 billion and 35 billion US dollars, respectively. At the same time, the material and labor costs of printing a US dollar bill were only US\$0.03, which, however, could buy goods worth US \$1. As a result, the US received a massive revenue of more than US\$30 billion annually, and the cumulative revenue since World War II was about US\$3 trillion.

According to the last data of the Federal Reserve, the total M3 dollars is about 103 trillion US dollars, and it is impossible to determine accurate statistical data for many reasons. For example, in addition to private collection and banking, it is difficult to count the lost and destroyed US dollars collected by people. With a long history, US dollars (except Lincoln Green Currency) can be used in circulation in all periods. As long as the Federal Reserve does not fail, any dollar that can be certified can be effectively utilized and circulated with value and purchasing power. There is no problem with invalid currency because the Federal Reserve is independent of the government and is a unique and weird financial institution system.

Marshall Plan

The Marshall Plan is officially known as the European Recovery Program. It was a plan by the United States after World War II to offer economic assistance and reconstruction for the war-torn Western European countries, which had a far-reaching impact on the development of European countries and the world political pattern. The plan was officially launched in July 1947 and lasted four fiscal years. During this period, by participating in the European Economic Cooperation Organization (OEED), Western European countries received 13.15 billion US dollars in various forms of assistance, including finance, technology, and equipment, 90% of which were grants, and 10% were loans.

The "European Renaissance Plan" was formulated by the United States after World War II to provide economic assistance for the reconstruction of war-torn Western European countries, which had a far-reaching impact on the development of European countries and the construction of the world economy.

The Marshall Plan was officially launched in July 1947 and lasted four fiscal years. During this period, by participating in the European Economic Cooperation Organization (OEED), western European countries accepted various forms of assistance and cooperation from the United States in finance, technology, and equipment, totaling 13.15 billion US dollars, 90% of which were gifts and 10% were loans (Jun 2017). Six

years after the end of the war, most of Europe was still unable to recover from the deaths and injuries of hundreds of millions of people. The war spread throughout the continent, covering much more than the First World War. The continuing bombing had seriously damaged most cities, such as Warsaw and Berlin, that had become a ruin, especially their industrial production. For example, London and Rotterdam had been severely damaged. Most economic production and related buildings in these countries and regions had been reduced to rubble—agricultural destruction led to widespread hunger in many parts of Europe. At the same time, the rare winter in Northwest Europe from 1946 to 1947 made this situation worse. Hundreds of millions of people were homeless. The most severe problem was transportation facilities, which included railways, bridges, and roads, which were the targets of air raids during the war, and merchant ships for transportation were often sunk. It took a lot of money to solve these problems. At this moment, the treasuries of most countries in the war had been exhausted, resulting in economic instability and the global economic downturn. Under this situation, the United States experienced isolationism and tried to promote the growth of the European economy.

Through the US Congress bill, several major banks decided to implement the "Marshall Plan," which means that the United States intervened in other countries' political, economic and economic construction by increasing the number of loans to different countries and directing these debts directly to the unpaid "Marshall Plan." So far, the "Marshall Plan" still shows the hegemonic power of the United States. Another crucial factor was that at the beginning of the Cold War, suspicion of the Soviet Union's actions in the United States deepened. George Kennan, one of the advocates of the Marshall Plan, predicted at that time that the future world's political polarization pattern was his new theory for the Marshall Plan and that the core content of the Soviet Union's containment policy would be effectively carried out.

What needs to be emphasized is that when the "Marshall Plan" began to be implemented, the Cold War between the Soviet Union and the United States began to flourish, during which the fear of the Soviet Union even overrides international political factors. Nevertheless, American policymakers seriously considered this possibility. They realized the disintegration of the Soviet Union, which served to curb Russia's economic development and expansion. However, they failed because, at that time, Europe still hoped that the Soviet Union would join the "Marshall Plan." Hence, the Soviet Union was finally successfully separated from the "Marshall Plan" (Milesheimer, 2017).

Before the implementation of the Marshall Plan, the United States had invested tens of billions of dollars in European reconstruction, including financial leasing, indirect lending, infrastructure lending, and financial loans and assistance, as well as multilateral trade and bilateral cooperation, which covered military bases, weapons, and equipment.

In July 1947, at the Marshall Plan Conference, which was widely attended by European countries, the Organization for Economic Cooperation and Development (OECD), in which Western European countries participated, received a total of 13 billion in US aid in various forms, including finance, technology, and equipment, which was equivalent to 130 billion US dollars in 2006.

On the one hand, the "Marshall Plan" initially considered cooperation with the Soviet Union because the Soviet Union had to carry out political reforms. Still, the Soviet Union did not agree to it. On the other hand, the United States feared that the Soviet Union would use the "Marshall Plan" to restore and develop its strength. Hence, the United States and Western countries put forward many harsh terms that the Soviet Union could not accept, leading to the Soviet Union eventually being excluded from the "Marshall Plan." When the Marshall Plan ended, the national economy of most Western European countries except East Germany had recovered to its pre-war level. In the next 30 years, the Western European economy experienced unprecedented rapid development, and the social economy showed a prosperous picture. It can be said that the Marshall Plan is closely related and that it is one of the key factors contributing to European integration. Even when the "Marshall Plan" was eliminated or weakened, the economic ties of the Western European countries became closer and closer, eventually leading to an integrated economy. The Marshall Plan was systematically learned and adapted to the United States' experience in the economic management of Western European countries (Cook, 2001).

Under all these circumstances, the Marshall Plan was designed to help the United States recover from the destruction of its economy caused by the war in the European Union because of World War II and curb

the further expansion of Communist forces in Europe. Therefore, the official claimed that the "European Recovery Plan" (ERP) had been completely implemented. Its main sponsor was then US Secretary of State George Marshall, but many officials of the US State Department, especially William Clayton and George Kennan, designed the plan. When Ernest Bevan, then British Foreign Secretary, heard of the Marshall Plan, he immediately contacted George Beedo, then French Foreign Minister. They exchanged views of the European side on the assistance provided by the United States to Europe. At the same time, the two foreign ministers agreed that it was necessary to invite the Soviet Union, an important ally of the anti-fascist war, to participate in the European Renaissance Plan (ERP). If this happened, the Soviet Union would be welcome to participate in the "European Recovery Plan" to receive assistance from the United States. However, Stalin could not agree to participate in the "Marshall Plan" because he believed that the Soviet Union was in a very favorable international environment after the war, so ultimately the Soviet Union rejected the "Marshall Plan" (Bi, 1992).

The Marshall Plan came to an end in 1951. Since then, Western Europe has begun an unprecedented development for 30 years. Today, people generally believe that the "Marshall Plan" accelerated the development of the Western European economy, but it did not start the economic take-off of Europe. From the political and economic influences, the implementation of the Marshall Plan freed Western Europe from the financial constraints in the early post-war period. The limited rationing caused by material shortages reduced people's dissatisfaction with the government and stabilized the political situation. Although some countries' regimes initially supported the United States, its political action has aroused strong dissatisfaction among many countries. Especially the world economic development prospects today have made more countries and people disgusted and opposed to the US trade negotiations. To this end, China's "One Belt and One Road" initiative is the development prospect of the destiny community of human beings. It is a mutual benefit and win-win of humanitarianism and civilization construction in developing the social economy.

THE UNIQUE FEATURES OF THE "ONE BELT AND ONE ROAD" PLAN

In the past years since the "One Belt and One Road" initiative was put forward, some scholars have mistaken the initiative of "One Belt and One Road" with the post-war revival of the European "Marshall Plan." Western scholars and media reported that they scored from the perspective of politics, economy, and security, holding the opinion that the implementation of the "One Belt and One Road" initiative has a similar function to the "Marshall Plan," which played the same role in the European economic recovery and regional integration process. For this reason, the US and the Western power factions think it is not suitable to carry out the construction of China's "One Belt and One Road," taking the excuse that it is a dictatorial act.

The "One Belt and One Road" Construction Differs From the Marshall Plan

To prevent the construction of "One Belt and One Road," the US government imposed trade frictions on the Chinese government at all costs. It carried out international trade wars from political economy to trade negotiations, from financial economy to international policies, making this peace square of the world a new world pattern of economic development full of tension (Ming, 2015). To this end, international industrial-economic centers' transfer and industrial adjustment are based on mutual respect, in line with their respective interests and political backgrounds.

The mode of international production and world economic development means competing for dominant power and regional cooperation within the scope of economic forces and seeking plans for the strategic development of political security. The Marshall Plan and the "One Belt and One Road" are essentially different regarding their background, content, times, and leading participants. As the construction of "One Belt and One Road" needs to consider the background of world economic globalization and diversification, no country can rely on its strength to achieve long-term economic stability and development. Boeing planes are manufactured globally and assembled in Boeing's factories, which proves that globalization is the trend of economic development at present and in the future. For today's China, after forty years of reform,

opening, and construction, a lot of advanced experience has been accumulated, covering manufacturing, financial trade, and resource development.

As the largest developing country with abundant foreign exchange reserves, China has obtained the conditions and capital strength to go out. In this case, Xi Jinping's behavior of putting forward the "One Belt and One Road" initiative on behalf of the world is not only in line with the trend of the times but also in promoting the peaceful development of the world economy, which will make out of the path of common prosperity of human destiny, and at the same time, build up the image of a big country and fulfilling the responsibility of the great powers (Hong and Sun, 2016).

“One Belt and One Road” Is the Chorus of China's Original and Other Countries Along the Road

The "One Belt and One Road" construction cooperation is a world economy based on a common development strategy. It seeks to promote exchanges among different regions with an open and inclusive mindset, strengthen strategic cooperation between China and the relevant countries, strengthen the strategic partnership between China and the countries along the road, promote political mutual trust among countries, and create a peaceful and stable surrounding environment for China's development. It also can deepen China's energy cooperation with relevant countries to ensure energy security and accelerate China's energy exports along the line, strengthening China's energy economic ties with Central Asian countries, promoting diversification of energy supply and distribution channels, and ensuring common energy security between China and Central Asian countries (Binghan, Juman, Khamzayeva, & Xuan, 2024; Zhao, 2016).

Therefore, advancing the development of cultural exchanges, trade cooperation and economic construction investment between China and the countries along the line through the "One Belt and One Road" construction will push the "Chinese dream" to the whole world, which helps to promote cooperation between the bridge linking "China dream" and "world dream", and establish a "destiny of Asia Pacific dream" community, leading the world's economic development to a more peaceful and prosperous life. This will lead all people of the world to achieve their dreams of living a more peaceful and prosperous life to realize the "world dream" of all humanity when efforts are taken to reach the great rejuvenation of the Chinese nation (Tajovsky and Krcek, 2009).

“One Belt and One Road” Is Mainly Based on but not Limited to the Countries Along the Road

The "One Belt and One Road" is constructed based on the ancient "land Silk Road" and the "maritime Silk Road". It includes states along the two ancient routes and extends to other countries. Most parts of it are shared by developing countries and developing countries. It aims to promote economic cooperation and cultural exchanges among these countries, helping to use the complementary advantages, dislocation competition and economic capital integration of various countries and creating a new model of south-south cooperation, regional cooperation and intercontinental cooperation (Zenn, 2015).

The "One Belt and One Road" is a concept and initiative for cooperation and win-win cooperation rather than an entity or mechanism. In line with the principle of pragmatism and efficiency, "One Belt and One Road" fully uses the existing cooperation mechanism to renovate cooperation forms and flexibly promote common development according to the different development priorities and conditions of countries along the line. It does not seek to realize the leading power through the new system design but follows the pragmatic economic cooperation principle of adapting measures to local conditions and project orientation. Third-party market cooperation is an open, inclusive, pragmatic and practical mode of international cooperation, which also embodies the concept of jointly building and sharing "One Belt and One Road." It helps Chinese enterprises and enterprises in various countries, especially those with developed countries, to complement each other and to inject new kinetic energy into the economic development of third countries to achieve the win-win effect of "1+1+1>3". China and other countries have achieved positive results in promoting third-party market cooperation.

On October 25, 2018, the Japanese Prime Minister visited China to hold the first third-party market cooperation forum between China and Japan, showing Japan's attempts to take part in the "One Belt and One Road" construction by Japanese enterprises taking the first step. Data shows that 2017, the trade volume between China and Japan exceeded 300 billion US dollars. The voice of Japanese economic circles

for China and Japan to strengthen third-party market cooperation and cooperation in environmental protection, scientific and technological innovation, and dealing with aging is growing. Some Japanese companies, such as Japan Express, the logistics giant in Japan, have taken the lead in participating in extensive cooperation under the framework of "One Belt and One Road." in the coming future, China is willing to work with relevant countries and their enterprises to expand the scope of cooperation in the third-party market, adhere to the concept of building and sharing through consultation, open up markets for investment, production and operation, actively innovate cooperation modes, and support enterprises to open up new markets through various means such as joint bidding and joint investment so that they can achieve complementary advantages and win-win results.

“One Belt And One Road” Will Inject New Vitality Into the World Economy

The "One Belt and One Road" initiative, which focuses on economic and trade investment, financing and international capacity cooperation, will bring new impetus to developing the world economy. Therefore, pushing forward the development of "One Belt and One Road" will change the pattern of the world trade system dominated by Europeans and Americans. As the largest cargo trading country, China is the largest trade partner of 130 countries and regions worldwide. It can drive the "along the way" countries to realize trade optimization and upgrading, providing broad market and development space for cooperation to construct the countries along "One Belt and One Road."

It can pull these countries' investment, financing, and economic growth. It has an essential pulling effect on the demand for infrastructure and industrial upgrading of the countries along the road. China now has more than 3 billion US dollars in foreign exchange reserves and enough capital to invest in financing infrastructure projects needed for "One Belt and One Road" to assist the development of capitalization in developing and developing countries and solve bottlenecks in infrastructure projects. At the same time, China's capacity to cooperate with other countries along the Belt and the development of financial trade can help developing and undeveloped countries achieve rapid development.

BUILD A COMMUNITY OF HUMAN DESTINY

The report of the Nineteenth National Congress of the Communist Party of China pointed out that Chinese people should persist in promoting the construction of a community of human destiny, which refers to considering the legitimate concerns of other countries in the pursuit of their interests and promoting common development of all countries in the pursuit of their development. Human beings have only one earth on which all countries live, so China should advocate the consciousness of a "Community of Human Destiny." The global value of the community of human destiny includes the interdependent concept of international power, the concept of common interests, the concept of sustainable development and the concept of global governance. On March 11, 2018, the first session of the 13th National People's Congress adopted an amendment to the Constitution, amending the twelfth natural paragraph of the Preamble to the Constitution from developing diplomatic relations and economic and cultural exchanges with other countries to developing diplomatic relations and economic and cultural exchanges with other countries, and promoting the construction of a community of human destiny.

The dreams of the Chinese people are closely linked with those of the people of other countries. The realization of the Chinese dream cannot be separated from a peaceful international environment and a stable international order. Under the condition of taking charge of both domestic and international situations, China must take the road of peaceful development as a whole, pursue the win-win strategy of opening up, adhere to the correct concept of justice and benefit, establish a new security concept of common, comprehensive, cooperative and sustainable development, so that Chinese people can seek the development prospects of opening up, innovation, inclusiveness, and reciprocity to promote and integrate civilized exchanges, and to construct an ecological system that respects nature and green development. China has always contributed to world peace, global development, and international order.

Constructing a Community of Human Destiny Is the Right Path for the World

The community of human destiny refers to considering the legitimate concerns of other countries in the pursuit of national interests and promoting the common development of all countries in the pursuit of their development. In his first meeting with foreign leaders since assuming the post of General Secretary, Xi Jinping said that the international community has increasingly become a "community of destiny" that is a mixture of all people and that no country can be immune from the complex situation of the world economy and global issues. "Community of Destiny" is a new concept of human society that the Chinese government has repeatedly emphasized. The White Paper of China's Peaceful Development in 2011 proposes that the new connotation of common interests and common values of humanity should be sought from a new perspective of "community of destiny."

On September 26, 2015, President Xi Jinping attended the United Nations Development Summit at the United Nations Headquarters in New York and delivered an important speech entitled "Seeking Common Sustainable Development as a Win-win Partner for Cooperation." Xi emphasized that the post-2015 development agenda should be a new starting point from which all countries should strive to achieve common development with each other. The international community should strengthen cooperation and strive to achieve win-win cooperation. China is ready to work with all relevant parties to advance the "One Belt and One Road" initiative, put into operation the Asian Infrastructure Investment Bank (AIIB) and the BRICS New Development Bank (NDB) at an early stage, and contribute to the economic growth and improvement of people's livelihood in developing countries.

On September 28, Xi Jinping attended the general debate of the 70th United Nations General Assembly at the United Nations Headquarters in New York and delivered an important speech entitled "Building a Community of Human Destiny through Cooperation and Win-win New Partners," in which he pointed out that all states should inherit and carry forward the purposes and principles of the Charter of the United Nations to build new international relations with win-win cooperation as the core and build a community of human destiny.

The keywords of the community of human destiny are human beings, destiny, and community - human being means that all humans should transcend national identity and embody the responsibility of the world; destiny refers to the upgrading of cooperation and win-win, reflecting destiny and common; community means to transcend the global village, establishing the sense of considerable family and sharing common identity. The core tenet of the Community of Destiny is that all countries should share the world's destiny, international rules should be written by all states, global affairs should be governed by all governments, and development achievements should be shared by all nations. So, it has been echoed by many developed and developing countries.

On February 10, 2017, the 55th session of the United Nations Commission for Social Development unanimously adopted the resolution on the social dimension of the New Partnership for Africa's Development (NEPAD). The concept of "Constructing a Community of Human Destiny" was first incorporated into the United Nations resolution. On November 1, 2017, the First Committee for Disarmament and International Security of the 72nd session of the General Assembly adopted two security resolutions, namely, "Further Practical Measures to Prevent an Arms Race in Outer Space" and "No First Placement of Weapons in Outer Space." The concept of "Constructing a Community of Human Destiny" was reintroduced in these two United Nations resolutions for the second time.

United Nations Secretary-General Guterres commented: "China has become an important pillar of multilateralism, and the purpose of our practice of multilateralism is to establish a community of human destiny." Peter Thomson, President of the 71st UN General Assembly, said, "For me, this is the only future of mankind on this planet."

“One Belt and One Road” Promotes the Building of the Community of Human Destiny

China has proposed building the "One Belt and One Road" initiative, which promotes the strategy of opening to the outside world and has effectively promoted the construction of infrastructure projects, interconnection and economic growth in the areas along the line. It is also a significant innovation and practical action that has promoted the in-depth development of South-South cooperation, striving to achieve

common development goals, promoting the opening, tolerance and balanced development of the world economy, and reinventing the world's political and economic order (Guangming Daily Editorial, 2015).

In the context of the "New Normal" for the world economy, the globe needs a world of healthy economic development and progress of human civilization. China and the rest of the world also need this destiny of humanity: a prosperous and peaceful world. Xi Jinping's initiative of "One Belt and One Road" is to realize this great dream. Therefore, openness, inclusiveness, and fairness are indispensable elements to solve the development problems in the new normal trend of the world economy. They are a political concept and a more standard, fair and reasonable contribution to China's promotion of global economic governance.

The core of the "One Belt and One Road" construction is a win-win situation, as it promotes balanced regional economic development and creates an ecological circle in the Eurasian economy through the two trade corridors of land and sea. Viewing from the regional analysis of development, it can be seen that first, based on the achievements of Western development, the construction of "One Belt and One Road" can open up China's Eastern and western regions and narrow the differences in regional development. Secondly, it can use the coastal economic prosperity circle to connect the sea corridor and, simultaneously, use the Western regional advantages to penetrate the Eurasian continent to realize the full opening pattern of the inland marine economy. From the perspective of development strategy, it can be noticed that China will share the advantages of capital, technology, and equipment with the rest of the world and establish a trinity of interest community, responsibility community and destiny community in the world economic system which is under the political structure of the world.

“One Belt and One Road” Further Deepens Reform and Open to the World

Promoting the construction of "One Belt and One Road" will further deepen and widen reform and open to the outside world. Reform and opening are not only China's basic national policy but also the fundamental driving force for China's development. The direction of China's reform will not be reversed but continue to deepen. China's open doors will not be closed but open wider and wider. China will continue to deepen reform, expand its opening, comprehensively promote the rule of law, and build a socialist country ruled by law following the established deployment and rhythm. China insists on giving full play to the decisive role of the market in the allocation of resources, providing better play to the role of the government, encouraging competition and opposing monopoly.

Like other countries, China has the right to choose its development path, including the economic model, according to its national conditions. As a developing country, China is not perfect, but it is willing to learn from advanced experience through reform and opening and constantly improve its institutional mechanisms and policies. China will do its own thing well, firmly implement the strategy of innovation-driven development, speed up the construction of a modern economic system and promote high-quality economic development. China is willing to share new opportunities for development with other countries worldwide.

China will implement a high-level policy to ensure the liberalization and facilitation of trade and investment, comprehensively implement the system of national treatment plus negative list management before access, substantially loosen the barriers of market entrance, expand the opening up of service industries, further reduce tariffs, build a transparent, efficient and fair market environment, develop a higher level of open economy, create a more attractive investment environment, and work with all the countries in the world to pursue progress and share common development and prosperity.

“One Belt and One Road” Promotes Mutual Beneficiaries and Win-Win Outcomes

Pushing forward the construction of "One Belt and One Road" will encourage China and the EU to speed up the negotiation of the China-EU investment agreement and strive for it as early as possible and put the issue of the China-EU FTA on the agenda on this basis. China will accelerate the negotiation process of the China-Japan-ROK FTA and promote the early conclusion of the "Comprehensive Regional Economic Partnership Agreement." China will further promote the "One Belt and One Road" international cooperation, adhere to the principle of co-construction and sharing, and strive to achieve policy

communication, facilities interconnection, smooth trade, financial integration, and common aspiration of the people to add new impetus to common development.

The idea of a community of destiny has inherited and carried forward the purposes and principles of the Charter of the United Nations. It is the core concept of cooperation, co-construction, and sharing of global governance. It has shaped the soul for the construction of "One Belt and One Road," removing the negative sense that "mankind has only one earth, and all countries live together in a world" but forming a positive sense of "fate connecting and sharing weal and woe," that is, not only at the material level, but also at the institutional level and spiritual level should all human beings seek common ground while reserving differences, assimilate differences, and shape the new human identity of "you have me and I have you." In this way, humans can create the world as a new civilization of human beings for the public, which is a world in harmony. In other words, people of all nationalities commonly desire to strive to build a community of human destiny and work together to make a better future. China will work together to build a "One Belt and One Road" platform and work with all the world's people. China will surely benefit the people of all countries, especially regarding the need for the "One Belt and One Road" development and construction.

China will make its end to speed up the opening up policy platform and constructive documents of all parts of China, including free trade pilot area, free trade port, cross border economic cooperation zone and overseas economy, in the process of promoting regional economic integration and building a high standard free trade area with the "one belt and one-way" countries and regions, a substantial free capital market with the content of "One Belt and One Road" as the center has been gradually formed, which strives for the great rejuvenation of the Chinese nation and for the goal of building a community of human destiny. It will surely be successfully realized if it is carefully organized and rationally laid out.

CONCLUSION

The construction of "One Belt and One Road" has opened up new win-win opportunities to the world. It conforms to the aspirations of all countries to speed up development. It persists in building and sharing, opening up a new path for promoting common development and rebalancing globalization. China and the "One Belt and One Road" participating countries have vigorously promoted trade and investment facilitation and constantly improved the business environment. Regarding financing, China has carried out various forms of financial cooperation with participating countries and organizations; the Asian Infrastructure Investment Bank and the Silk Road Fund have provided substantial financial support.

China's "One Belt and One Road" construction faces the world with an open and tolerant attitude. It is not the Chinese version of the "Marshall Plan." It does not repeat the old way of geopolitical game. It does not seek hegemony and sphere of influence or draw the line between civilization and ideology. It is in the common interest of all countries to promote the construction of "One Belt and One Road" to realize the strategic docking and complementary advantages of all countries and jointly cope with the challenges of the world economy. The construction of "One Belt and One Road" has promoted mutual respect, democratic consultation and common decision-making of all countries and created a new path of multiculturalism blending. It is becoming the road of peace, the road of prosperity, the road of opening up, the road of innovation and the road of civilization.

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