

**八项行动奠定共建“一带一路”
新十年良好开局**

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前言

2013年，中国国家主席习近平提出共建“一带一路”宏伟倡议，成为人类发展史上具有里程碑意义的事件。十多年来，在各方携手努力下，共建“一带一路”以互联互通为主线，打破地理限制，融合文化差异，统筹发展需求，开拓共商、共建、共享的国际合作新格局，成为当今世界最受欢迎的国际公共产品和最大规模的国际合作平台，也成为共建国家携手发展的合作之路、机遇之路、繁荣之路。

2023年10月，在第三届“一带一路”国际合作高峰论坛开幕式主旨演讲中，习近平主席宣布中国支持高质量共建“一带一路”的八项行动。一年来，在共建国家的共同努力下，八项行动稳步推进，成果斐然，为共建“一带一路”第二个十年奠定良好开局。实践证明，在当前国际形势下，谋发展、促增长、共繁荣，是世界各国的普遍诉求。共建“一带一路”日益凝聚全球共识，迎来发展重大机遇，完全可以成为构建开放

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型世界经济的压舱石，成为推动各国共同发展的发动机，成为实现世界现代化的加速器。

面向未来，共建“一带一路”国家需进一步落实八项行动，推进务实合作，共同推动创新发展，携手应对风险挑战，推动高质量共建“一带一路”在新征程上稳步前行，实现和平发展、互利合作、共同繁荣的世界现代化，推动构建人类命运共同体。

第一章

八项行动推动高质量共建

“一带一路”迈上新起点

1.1 互联互通持续发展稳步推进

八项行动提出一年来，互联互通建设成为其中重点推进方向。以中欧班列和跨里海国际运输走廊为代表的中欧通道建设持续提质升级，“丝路海运”继续推进港航贸一体化发展，空中丝绸之路建设稳步推进。在共商共建共享原则下，一批标志性工程的经济社会效益进一步显现，有力推动共建国家的现代化进程。

——跨里海国际运输走廊多元立体格局正式建成，推动中欧通道持续提质升级

在欧亚大陆互联互通建设方面，跨里海国际运输走廊建设在2024年实现重大进展。7月3日，中国国家主席习近平同哈萨克斯坦总统托卡耶夫在阿斯塔纳总统府以视频方式共同出席中欧跨里海直达快运开通仪式。此次是中方车辆首次

以公路直达的运输方式抵达里海沿岸港口，这标志着集公路、铁路、航空、管道运输为一体的多元立体互联互通格局正式建成。^①

跨里海国际运输走廊国际协会秘书长盖达尔·阿布季克里莫夫介绍，这一走廊属于多式联运路线，从中国横跨哈萨克斯坦、里海沿岸、阿塞拜疆、格鲁吉亚并延伸至土耳其和欧洲国家，全长 1.1 万公里，已成为从东南亚和中国向欧洲运输货物的重要动脉，目前年货物吞吐量约为 600 万吨，哈萨克斯坦、阿塞拜疆、格鲁吉亚和土耳其四国已计划在 2027 年前将该路线的年吞吐量增加一倍以上。他表示，中国提出的高质量共建“一带一路”八项行动包括参与跨里海国际运输走廊建设，“中方的支持落在实际行动中，为这一建设带来好消息”。^②

正是经由这一走廊，2024 年以来，中国的西安、南京、青岛、济南等城市先后开通了新的

^①<http://www.news.cn/20240703/d9b59485ad8d43df9a0e694ceed6f4fc/c.html>

^②<http://www.news.cn/world/20240707/c6e1a7f81a4e4fc4b7aa715ba4c70c47/c.html>

中欧班列车次，通达阿塞拜疆、土耳其、意大利等国家。如今，从中国西安到德国曼海姆，通过这一走廊仅需29天，未来可进一步缩短至25天左右。由于每周班次已达到6-7列，这一路线在里海、黑海段相应优化为“专线专用”集装箱船，运输时间相比全程海运节省一半以上，大大缩短了货物在途时间，降低了物流成本，贸易量随之大幅增加。

在跨里海国际运输走廊实现重大进展的推动下，中欧班列持续提质升级，一年来，开列车次、运力运量、覆盖范围等指标不断创下新佳绩。2024年1月至8月份，中欧班列累计开行13056列，发送货物139.9万标箱，同比分别增长12%、11%，其中8月份开行1653列，发送货物17.3万标箱。2024年以来，中欧班列已连续6个月单月开行数量突破1600列。^①截至2024年7月，中欧班列已通达欧洲25个国家224个城市，连接11个亚洲国家100多个城市，服务网络基本

^① http://paper.people.com.cn/rmrb/html/2024-09/19/nw.D110000renmrb_20240919_4-10.html

覆盖欧亚全境。中国境内已铺画时速 120 公里的图定中欧班列运行线 91 条，联通中国境内 61 个城市。中欧班列运输的货物品类达 53 大类 5 万余种，综合重箱率稳定在 100%。^①2024 年 6 月，中吉乌铁路项目三国政府间协定签署。这条铁路起自新疆喀什，经吉尔吉斯斯坦进入乌兹别克斯坦境内，未来可向西亚、南亚延伸，建成后不仅将极大促进三国互联互通，还将有效促进中亚、中欧铁路通道的联通发展。



图1 2011—2023年中欧班列开行量及货运量
(数据来源：中欧班列门户网站)

^① <http://www.news.cn/20240727/f37d543f86b3477cb3be-bc7699aae955/c.html>

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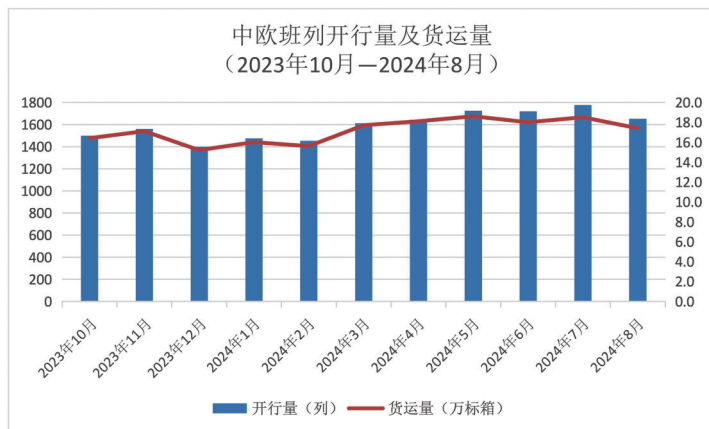


图2 中欧班列开行量及货运量（2023年10月以来）
（数据来源：中欧班列门户网站）

——“丝路海运”港航贸一体化发展，空中丝绸之路建设稳步推进

港航贸一体化发展在互联互通建设中发挥重要作用。9月7日，在中国厦门举行的第六届“丝路海运”国际合作论坛宣布新增10条“丝路海运”命名航线，总数量增加到132条，通达46个国家和地区的145个港口。其中，境外港口比雷埃夫斯港、阿布扎比港系首次推荐命名航线。^①

港口、航运与贸易一体化发展，相互促进、

^①<https://www.thepaper.cn/detail/28683356>

相得益彰，这在希腊比雷埃夫斯港得以充分体现。2月6日，比雷埃夫斯港赫拉克莱乌斯滚装码头扩建工程正式落成，项目投资总额超过2000万欧元。码头扩建后，可停放5100辆汽车，将大幅提升比港的汽车船贸易枢纽地位。^①截至2024上半年，比雷埃夫斯港已站稳地中海领先集装箱大港、欧洲第三大邮轮母港、欧洲第一大渡轮港口、东地中海修船中心和汽车船中转枢纽的行业地位。同期，中远海运比港已累计向希腊政府上缴特许经营权费和税金超过一亿欧元，上市公司分红水平提高12倍，为希腊直接创造4300个就业岗位，间接创造12000个就业岗位，带动希腊GDP提高1.56个百分点。^②

在空中丝绸之路建设方面，八项行动提出后一年间，中国与吉尔吉斯斯坦^③、哈萨克斯

^①<http://www.news.cn/world/20240207/090804c012104af0954d5de38e31b8b3/c.html>

^② http://gr.china-embassy.gov.cn/zxhd/202403/t20240318_11262127.htm

^③https://www.caac.gov.cn/XWZX/MHYW/202406/t20240617_224472.html

坦、塔吉克斯坦^①等多个国家签署了关于共建“空中丝绸之路”的谅解备忘录。中国至亚美尼亚首条定期航线^②、中国至卢森堡首条直飞客运航线^③，中国内地至沙特阿拉伯首条定期直飞客运航线^④、中国内地至南太平洋岛国的首条定期商业航线等相继开通^⑤。由中国企业建设的柬埔寨暹粒吴哥国际机场通航运营。^⑥“空中丝绸之路”覆盖范围持续拓展，承载能力愈来愈强。

6月20日，在与中方领导人共同出席第二届郑州-卢森堡“空中丝绸之路”国际合作论坛期间，卢森堡副首相贝泰尔表示，从卢森堡到郑州的“空中丝绸之路”已经成为拉近卢中关系的重要纽带。卢方愿以这次论坛为契机，同中方密切

①https://www.caac.gov.cn/XWZX/MHYW/202310/t20231020_221785.html

②http://www.news.cn/2023-12/21/c_1130040312.htm

③<http://www.news.cn/photo/20240903/e99581df613e4be49551e02230296378/c.html>

④<https://h.xinhuanet.com/vh512/share/11973574>

⑤<https://h.xinhuanet.com/vh512/share/11822520>

⑥http://www.news.cn/world/2023-10/16/c_1129919776.htm

“一带一路”框架下各领域合作。^①如今，郑州-卢森堡航空通道“一点连三洲、一线串欧美”，通达24个国家200多个城市。郑州机场由此成为高度信息化、数字化的航空枢纽，货运量已跻身中国第六大机场。来自欧洲的生鲜、南美的水果，在入境郑州机场以后，12小时内就能转运至中国各地。依托郑州机场位居中国中部的优势，诸多国家纷纷加强对这一枢纽的运用。2024年，仅从比利时列日到郑州的货运航线航班量已经从每周7班加密到9班，河南-柬埔寨-东盟“空中丝路”已加密至每周3班，并计划在2024年底加密至每周7班。

^①<http://www.news.cn/politics/leaders/20240621/d0ee75fb546c49e6a8d4d26d329a425f/c.html>

【知识卡片】西部陆海新通道

西部陆海新通道是由中国西部省份与东盟国家合作打造的国际陆海贸易新通道，以重庆为运营中心，各西部省区市为关键节点，利用铁路、海运、公路等运输方式，向南经广西、云南等沿海沿边口岸通达世界各地。

习近平主席指出，建设西部陆海新通道，对于推动形成“陆海内外联动、东西双向互济”的对外开放格局具有重要意义。《西部陆海新通道总体规划》印发5年来，通道目的地已从71个国家和地区的166个港口，拓展到124个国家和地区的523个港口，班列开行总量超3万列，货物品类从80余种增加至1150余种。

截至9月14日，西部陆海新通道铁海联运班列2024年发运货物突破60万标箱。从“一条线”到“一张网”，西部陆海新通道已成为中国扩大高水平对外开放的生动写照。

——“授人以渔”彰显共商共建共享，标志性工程巩固互利共赢长效

2024年5月10日，亚吉铁路六年成就和未

来展望发布会暨交钥匙仪式在埃塞俄比亚首都亚的斯亚贝巴举行，这标志着埃塞俄比亚·吉布提标准轨距公司正式开始主导运营亚吉铁路。

亚吉铁路是非洲首条跨国电气化铁路，西起亚的斯亚贝巴，东至吉布提首都吉布提的港口，全长752公里。这条铁路由中国铁建下属企业承建，自2018年转入商业运营。按照合同，中方企业向业主提供六年的铁路运营维护服务。六年来，中方累计完成培训认证当地员工2840人，为按时顺利移交夯实基础。交钥匙仪式后，中方团队主要进行重点巡视和指导监督工作，并将在两年内完全退出。

在互联互通建设中，像亚吉铁路这样“授人以渔”的案例，成为诸多工程的鲜明特色。通过项目建设，共建“一带一路”国家不仅实现了基础设施的升级，还掌握了基础设施的运营维护，进一步推动了本国现代化的发展。

2024年1月17日，中国国家主席习近平复信北京交通大学肯尼亚留学生及校友代表，鼓励他们继续为中肯和中非友好事业发光发热。蒙内铁

路是中肯共建“一带一路”旗舰项目和成功典范。正是为了让肯方能够掌握蒙内铁路的运营工作，中方先后资助支持100名肯尼亚学生，到北京交通大学学习铁路运营管理知识。如今，他们已经陆续回国进入肯尼亚铁路公司工作，成为促进当地发展、增强两国合作的重要新生力量。截至2024年5月31日，蒙内铁路已安全运行7周年，累计发送旅客1286万人次、货物3287万吨，为肯尼亚直接和间接创造7.4万个就业岗位，培养2800余名高素质铁路专业技术和管理人才。

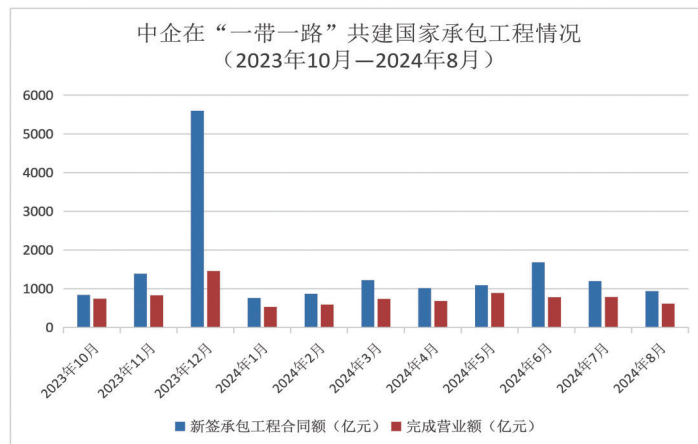


图3 中国企业在“一带一路”共建国家承包工程情况
(2023年10月—2024年8月)
(数据来源：商务部)

在共商共建共享原则的保障下，一批标志性工程的经济社会效果日益显现，充分体现合作共赢效果。据中方统计，2024年1月至8月，中老铁路进出口货物量358.4万吨，同比增长22.8%。其中，仅经过中老铁路进口的泰国榴莲就达7.3万吨，同比增长74.2%。截至2024年3月，中老铁路国际货物列车通关时间已从开通初期的40多个小时压缩至5个小时内，单日交接的国际货物列车数量最高可达18列。货物运输服务已经辐射至老挝、泰国、越南、缅甸等12个“一带一路”共建国家以及国内31个省（区、市）的主要城市，有效带动了万象赛色塔综合开发区、磨丁经济特区等经济园区发展。^①

^①<http://yn.news.cn/20240320/3981fbef4b834656800d6743844cf361/c.html>

【知识卡片】中老铁路

中老铁路北起中国云南昆明，南至老挝首都万象，是第一条采用中国标准、中老合作建设运营，并与中国铁路网直接连通的跨国铁路，全长1035公里。货物运输方面，自2021年12月3日通车运营以来，截至2024年9月16日，中老铁路已累计运输国际货物1000.2万吨，货值407.7亿元。客运方面，自2023年4月13日国际旅客列车正式开行以来，截至2024年9月25日，磨憨边检站共计查验国际旅客列车1260余列次，保障来自101个国家和地区的28.2万余名出入境旅客顺畅通关。中老铁路是中国同中南半岛国家推进高质量共建“一带一路”、促进互联互通的龙头项目，已成为联结域内国家的重要纽带。

在印度尼西亚，截至2024年7月，雅万高铁正式开通运营9个月，累计发送旅客就超400万人次，^①客流呈现强劲增长态势，特别是每日开行动车组列车由开通初期的14列增至高峰期的

^①<http://www.news.cn/photo/20240717/0e7fa6752ad04196b516ad1bb09815e5/c.html>

52列，单日最高旅客发送量21537人次，旅客上座率最高达99.6%。^①2024年4月1日，中国国家主席习近平在北京同印尼当选总统普拉博沃会谈时指出，“雅万高铁成为两国高质量合作的金字招牌，中印尼关系进入共建命运共同体的新阶段”。^②

【知识卡片】雅万高铁

雅万高铁连接印度尼西亚首都雅加达和该国旅游名城万隆，全长142公里，设计最高时速350公里，是印尼和东南亚的第一条高速铁路，也是中国 and 印尼共建“一带一路”的“金字招牌”。雅万高铁于2023年10月17日正式开通运营，将雅加达和万隆两城间的交通时间由原来的3个多小时缩短至46分钟，为民众提供了安全、绿色、高效、舒适的出行方式。

^①<http://www.news.cn/20240417/8fa72b5a1db94818b4407ec4cace0fb1/c.html>

^②<http://www.news.cn/20240401/1d19b27faca748feb0e2084770924add/c.html>

1.2 “绿色”“数字”成为创新发展关键词

随着八项行动实施落实，在“一带一路”发展新空间中，“绿色”“数字”成为创新发展的关键热词。在其背后，是中国积极培育发展新质生产力的过程，与共建“一带一路”形成相互促进、相互赋能的良性互动作用，成为中国式现代化对于共建国家现代化进程的有效助力。

——绿色丝绸之路推动可持续发展

在阿联酋迪拜市区以南65公里，有一处占地面积44平方公里、充满科幻感的巨大园区——高达262米的集热塔位居其中，周围排布约7万面定日镜，将太阳光反射至集热塔顶端。这是中阿共建绿色丝绸之路重点合作项目——迪拜马克图姆太阳能公园四期光热光伏综合发电项目。2024年2月，这一项目所有发电机组正式并网发电并投入商业运行，总装机容量950兆瓦，其中包括700兆瓦光热发电机组和250兆瓦光伏发电机组。尽管阿联酋拥有丰

富的石油资源，但一直致力于优化本国能源结构。阿联酋副总统兼总理穆罕默德在出席项目落成仪式时表示，阿联酋致力于推动本国跻身全球“最可持续国家”行列，迪拜光热光伏综合发电项目投入商业运行，是阿联酋可持续发展道路上的又一重要里程碑。

正如这一项目所示，绿色基建、绿色能源、绿色交通等领域的持续合作，成为落实八项行动进程中的重点方向。在科特迪瓦，中国企业承建的该国在建最大水电站格西波-波波里水电站2024年已有2台机组交付，剩余1台将于年底前投入使用。电站总装机容量112.9兆瓦，建成后每年将为科特迪瓦增添5.54亿度清洁电力，帮助科特迪瓦实现2030年可再生能源份额提升至45%的目标。在乌干达，中乌“一带一路”合作旗舰项目卡鲁玛水电站于2024年年初全容量投产，年平均发电量约40亿千瓦时，每年将节约原煤约131万吨，减少二氧化碳排放348万吨，并将使该国电价降低17.5%。在南非，中企承建的红石100兆瓦光热

电站于9月14日首次并网成功，未来可满足约20万户南非家庭用电需求，大幅减少对传统化石能源的依赖。

2024年8月发布的《中国的能源转型》白皮书显示，中国倡导建立的“一带一路”能源合作伙伴关系成员国已达到33个，覆盖亚洲、非洲等六大洲。为加强绿色丝绸之路合作，特别是将可持续发展理念融入共建“一带一路”的各个领域，中方倡议发起“一带一路”绿色发展国际联盟，助力共建国家实现联合国2030年可持续发展目标中环境与发展有关指标。截至2024年上半年，联盟已有来自40余个国家的150多家合作伙伴，其中包括20多个共建国家的环境主管部门。

【知识卡片】“一带一路”绿色投资原则

《“一带一路”绿色投资原则》是一套鼓励投资企业自愿参加和签署的行为准则，旨在推动“一带一路”投资绿色化和可持续发展，于2018年11月30日正式发布。该原则从战略、运营和创新三个层面制定了七条原则性倡议，包括公司治理、战略制定、项目管理、对外沟通，以及绿色金融工具运用等，供参与“一带一路”投资的全球金融机构和企业自愿基础上采纳和实施。截至2024年9月，已有来自17个国家和地区的49家签署机构、20家支持机构以及2家观察机构。

——数字丝绸之路快速拓展新空间

在数字丝绸之路建设中，数字服务贸易与数字电商呈现迅速发展态势。2024年上半年，中国可数字化交付的服务进出口规模已达1.42万亿元人民币，同期跨境电商进出口1.22万亿元人民币，均创历史新高，这为共建国家带来了广阔新空间。

在9月下旬于中国杭州举行的第三届全球数

字贸易博览会上，超过3万名专业采购商登记注册参会，其中国际客商超过6千名。博览会专门设立丝路电商区，举办“丝路电商日”，对接丝路电商合作资源，并为哈萨克斯坦、泰国等主宾国设立“丝路云品”推荐周产品专区。同月，江苏中亚中心在南京正式启幕，其将丝路电商中心作为重要业务版块，通过数字化手段管理江苏与中亚的生产基地、货仓资源和物流运输。此前，上海市浦东新区发布《浦东新区推进“丝路电商”合作先行区建设行动方案》，在推动跨境数据流动、实施贸易便利化措施、试点贸易数字化举措等方面推出一系列措施，加快建设“丝路电商”合作先行区中心功能区，计划至2025年基本建成“丝路电商”综合服务体系，推动共建“一带一路”国家通过电子商务进一步促进贸易合作。^①

^①http://www.news.cn/local/2023-12/14/c_1130027225.htm

【知识卡片】“丝路电商”

“丝路电商”是中国充分发挥电子商务技术应用、模式创新和市场规模等优势，与“一带一路”共建国家拓展经贸合作领域、共享数字发展机遇的重要举措。2023年10月以来，中国与塞尔维亚、巴林、塔吉克斯坦3国新签电子商务合作备忘录，“丝路电商”伙伴国扩展至33个。

创建“丝路电商”合作先行区是推进高质量共建“一带一路”的重大举措，也是扩大电子商务领域制度型开放的重要内容。2023年10月国务院批复同意在上海创建“丝路电商”合作先行区以来，上海“丝路电商”合作先行区38项建设任务中36项全面推开，形成跨境电子发票互操作、电子提单等一批制度型示范引领开放成果，建成人才培养、智库联盟、伙伴国国家馆等一批公共服务平台。

中国东部最富裕省市的实践表明，无论是数字服务贸易，还是“跨境电商+产业带”建设，均已成为数字丝绸之路的新经济风口。随着中国持续扩大高水平对外开放，数字经济必将成为共

建“一带一路”的重要增长要素和动力来源。

为保障数字经济的发展，数字基建也已成为重要共建合作领域。在中国企业的支持下，坦桑尼亚国家光缆骨干网项目使全国通信成本下降了57%，被誉为“信息坦赞铁路”；智慧塞内加尔项目推动塞内加尔加快数字经济发展，为落实“振兴塞内加尔”计划注入新动力。在2024年中非合作论坛北京峰会前夕，中方宣布中非将加强数字基础设施建设，促进非洲高速互联网接入，支持非洲建设“智慧城市”，推进中非以5G、大数据、云计算、金融科技、人工智能等为代表的信息技术合作。数字丝绸之路的建设，不仅将推动各个国家和地区的全方位交流合作，还必将有效缩小“数字鸿沟”，推动共建国家构建网络空间命运共同体，共享数字技术带来的美好未来。

【知识卡片】共建“一带一路”科技创新行动计划

2017年5月，习近平主席在首届“一带一路”国际合作高峰论坛开幕式上提出，要将“一带一路”建成创新之路，启动共建“一带一路”科技创新行动计划。共建“一带一路”科技创新行动计划是指中国与共建“一带一路”国家在科技人文交流、共建联合实验室、科技园区合作、技术转移等四方面开展合作，共同迎接新一轮科技革命和产业变革，推动创新之路建设。

截至2023年11月，中国已与80多个共建国家签署政府间科技合作协定，共建50多家“一带一路”联合实验室，在共建国家建成20多个农业技术示范中心和70多个海外产业园，建设了9个跨国技术转移中心，累计举办技术交流对接活动300余场，促进千余项合作项目落地。

1.3 “小而美”项目卓有成效普惠民生

共建“一带一路”归根结底是为了让各国人民都过上更好的生活。在各项标志性工程持续推

进的同时，一批批“小而美”项目也在陆续落地发展，从教育培训到健康义诊，从菌草作坊到洁净水井，这些项目在消除贫困、改善民生领域作出了实实在在的贡献。

【知识卡片】“丝绸之路”中国政府奖学金项目

教育部于2017年正式设立并启动“丝绸之路”中国政府奖学金项目，通过部委合作、省部合作、高校合作3种模式培养共建国家人才。

——“鲁班工坊”成为“一带一路”职教合作闪亮名片

9月5日，习近平主席在中非合作论坛北京峰会开幕式上表示：“中方愿同非方深入推进‘未来非洲职业教育’计划，共建工程技术学院，建设10个‘鲁班工坊’。”近年来，在元首外交的关心推动下，仅在非洲大地，就已有17家鲁班工坊在15个国家落地扎根、开花结果，成为中国职业教育国际合作的一张闪亮名片。^①

^①<http://www.news.cn/politics/leaders/20240907/35e1ed2f4ec045838f5f56d491e60714/c.html>

在中亚地区，塔吉克斯坦鲁班工坊已顺利运营一年多，乌兹别克斯坦、土库曼斯坦积极推进项目建设，吉尔吉斯斯坦鲁班工坊智慧教室新近揭牌。^①哈萨克斯坦首家鲁班工坊2023年底投入试运行。2024年7月，习近平主席在阿斯塔纳同哈萨克斯坦总统托卡耶夫会谈时表示，中方决定在哈萨克斯坦开设第二家鲁班工坊。^②

从2016年首个海外鲁班工坊在泰国设立，到中非合作论坛框架下在非洲多国设立鲁班工坊，再到中亚地区鲁班工坊的陆续开设，截至2024年7月，这一中国职教品牌已在29个国家落地生根，开设了14大类57个专业，涵盖人工智能、电动汽车维修、土木工程、中医药等多个领域，累计参与学历教育的学生超万人，实施职业培训超过2.2万人次。^③

①<http://www.news.cn/politics/leaders/20240704/130b35c1192e41979ad417cc34159037/c.html>

②<http://www.news.cn/20240703/d796ba1a83b6450aa55a6620fc390d4c/c.html>

③ http://paper.ce.cn/pc/content/202408/27/content_300065.html

——推动共建国家民众获得基本健康保障

长期以来，以治疗白内障、心脏病、唇腭裂等疾病为目标的“光明行”“爱心行”“微笑行”等“小而美”义诊项目在共建国家广受欢迎。据不完全统计，2024年以来，来自中国的医疗队先后为蒙古国^①、塔吉克斯坦^②、乌兹别克斯坦^③、斯里兰卡^④等多个国家的白内障患者成功实施近千例白内障复明手术。仅在蒙古国，“一带一路·光明行”蒙古国行动就已累计筛查蒙古国眼疾患者3178人，成功实施免费复明手术539例。^⑤在柬埔寨，68岁的杜洛沙伦在1月底接受手术，成为中方在柬埔寨消除白内障致盲项目的第一万名治愈患者。

①<http://www.news.cn/photo/20240910/e5f0072735134587993753eec3b6e624/c.html>

②<http://www.news.cn/world/20240706/5cf1d23975994c96ba7fb93a76470bda/c.html>

③<http://www.news.cn/20240531/a537fa86064042a1a23837b82dfb02cd/c.html>

④<http://www.news.cn/world/20240425/125c589a38c34358847f12d952d74554/c.html>

⑤<https://h.xinhua.com/vh512/share/12186310>

为进一步推动健康丝路建设，中国还与共建国家建立各类对口合作机制，援建共建各类医疗设施。2024年8月29日发布的《中国-非洲国家共建“一带一路”发展报告》中显示，截至2024年6月底，中国已在非洲援建了130多家医院和诊所，向45个非洲国家派遣中国医疗队，与46家非洲医院建立对口合作机制。在老挝，中国援助的琅勃拉邦医院升级改造项目于8月中旬正式启用并移交老方，中方为医院新建外科和心血管科楼，并将开展三年技术援助，继续提升当地医疗卫生水平和医疗救助能力，将这一医院打造为老挝北部地区的中心医院。

——幸福水井滋润共建国家民众

为推动共建国家民众获得洁净用水，中国在多个国家开展了生活用水设施援助。7月22日，中国援助津巴布韦300口水井项目的首井成功出水，让当地村民从此吃上了放心水。2024年以来，津巴布韦遭遇严重干旱，面临严重粮食安全挑战。为应对灾情，中国决定为津巴布韦多个省份援建300口水井。津巴布韦地方政府和公共工

程部长丹尼尔·加鲁韦表示：“这些水井将显著缓解4个重灾省份的用水危机，不仅能够拯救牲畜、浇灌农田，还将成为当地灾后重建的坚实基础。”在津巴布韦，中国在过去十年已建设1000口水井，为约40万民众提供了生活和农业灌溉用水，并创造了数千个就业岗位。

在生产生活用水领域，2024年以来，中国援助吉尔吉斯斯坦灌溉系统改造项目一标段的3个灌区正式交接；在缅甸，内比都农村生产生活用水设施二期项目交工，极大改善缅甸首都农村地区的民众用水状况；在斯里兰卡，中国承建的斯中部水渠项目于5月正式完工，可灌溉农田近400公顷。一口口水井，一条条水渠，润泽数百万人民群众生活，成为共建“一带一路”务实合作、携手发展的生动写照。

——“幸福草”持续推动共建国家减贫事业

2024年3月，中方与斐济政府联合主办“太平洋岛国菌草技术培训班”，吸引来自巴布亚新几内亚、汤加、库克群岛、萨摩亚、瑙鲁等11个太平洋国家的数十位学员参加。菌草技术发明

人林占禧教授为学员亲自授课。2001年，来自中国的菌草技术首次作为官方援助项目走出国门，在巴布亚新几内亚落地。截至2024年8月，菌草技术国际培训班已举办了约350期，培训1.4万余人。^①在巴布亚新几内亚，巨菌草已创下每公顷年产854吨鲜草的世界纪录。巴布亚新几内亚总理马拉佩5月在会见林占禧时表示，中国菌草早稻项目在巴新农业和减贫事业中发挥重要作用，巴新政府将继续积极支持这一项目发展，在巴新更多省份推广。在卢旺达，这一产业链已经扶持50多家企业和合作社，涵盖农户超过4千户，带动3万多人就业。在斐济，接受菌草培训的技术人员已超过2700人，直接受益农户达3千多户。截至目前，菌草项目已在100多个国家落地生根，在脱贫、就业、治沙、发电等领域释放巨大潜力，成为造福世界的“幸福草”。^②

^①<http://www.news.cn/politics/leaders/20240825/fa904ff239dc4846902b3814f06b24a2/c.html>

^②<http://www.news.cn/world/20240802/6d09d74f660a470884459749086cb7e5/c.html>

【知识卡片】“小而美”项目

习近平主席在第三次“一带一路”建设座谈会上强调，要将“小而美”项目作为对外合作优先项目。

多年来，共建“一带一路”聚焦共建国家民众“看得见、摸得着”，容易提升获得感、幸福感的基础设施建设、卫生健康、绿色生态、农业合作、水利、林草发展、减贫和人道主义、教育培训等重点领域，以接地气、聚人心、低成本、可持续为导向，深入推进共建“一带一路”“小而美”项目建设，着力打造了“菌草”“鲁班工坊”等一批有示范效应的代表性项目。

1.4 机制建设持续深化，民间交往亮点频现

——国际合作机制日益完善，多边平台建设扎实推进

根据八项行动要求，5月11日，“一带一路”国际合作高峰论坛秘书处揭牌，正式启动秘书处工作。秘书处设于中国外交部，负责为高峰

论坛提供支持，协调推动相关国际合作。一年来，在能源、税收、法律、减灾、反腐败、智库、媒体等领域，共建“一带一路”国家多边合作平台建设扎实推进，不断取得新的进展。

【知识卡片】“一带一路”国际合作高峰论坛秘书处

2023年10月，习近平主席在第三届“一带一路”国际合作高峰论坛上宣布成立高峰论坛秘书处。外交部副部长马朝旭任秘书长。

以税收领域为例，9月，来自近50个国家和地区的500余名代表汇聚香港，出席第五届“一带一路”税收征管合作论坛。为保障共建国家贸易和投资自由便利化，中国于2019年推动成立“一带一路”税收征管合作机制，旨在移除税务障碍，建设促进发展的税务环境。在这一机制推动下，共建国家先后在扬州、北京、阿斯塔纳、澳门和利雅得先后设立了5所“一带一路”税务学院，2024年增设了“一带一路”税务学院·澳门（横琴校区）。本届合作论坛宣布，“一带一路”税务学院·阿尔及尔正式成立，成为第六所

“一带一路”税务学院。截至2024年8月，这一机制已培训了120多个国家和地区的约6000名财税官员，为各方架构了促进经贸畅通、提升税收治理能力的桥梁纽带。

一年来，“一带一路”能源合作伙伴关系、“一带一路”知识产权高级别会议、“一带一路”国际智库合作委员会、“一带一路”新闻合作联盟、“一带一路”自然灾害防治和应急管理国际合作机制等在各自领域落实第三届“一带一路”国际合作高峰论坛成果和八项行动要求，不断推进“一带一路”具体领域国际合作，强化功能性议题对话，持续促进共建国家“软联通”进程。

——建设廉洁之路，保障共建“一带一路”行稳致远

在第三届“一带一路”国际合作高峰论坛廉洁丝绸之路专题论坛上，清华大学纪检监察研究院公布了“一带一路”企业廉洁合规评价体系。2024年6月，“一带一路”背景下企业廉洁合规发展论坛在中国浙江义乌举行。来自中国的中央纪委国家监委、国家发改委等政府代表，与国际

组织、中外企业代表和专家学者等400余人出席论坛，围绕这一体系凝聚共识，推动企业廉洁合规建设高质量发展。清华大学纪检监察研究院院长过勇表示，在“一带一路”建设中，企业发挥着重要的桥梁纽带作用，是各项合作具体实施的重要推动者。廉洁是“一带一路”行稳致远的重要基础，廉洁合规是企业提升全球竞争力的核心要义。国际反腐败学院总务长雅罗斯瓦夫·彼得鲁谢维奇在论坛上表示，国际反腐败学院高度认同中国政府提出的建设廉洁之路倡议，未来将继续发挥重要的执行角色，为打造廉洁丝绸之路作出贡献。

8月，“一带一路”廉洁建设中国云南与东南亚国家地方研讨会在昆明举行，探讨“一带一路”廉洁建设和反腐败国际合作中地方交流、区域协作的实践路径。9月，香港廉政学院为共建“一带一路”国家举办了为期9天的“大型基建反腐治理专业课程”，来自10余个共建国家反贪机构的20多名学员参与课程，学习如何运用科技手段，在大型基建项目中降低腐败风险、提升

反贪能力。为加强政府层面合作力度，中国正在通过“一带一路”合作伙伴反腐败研修班，反腐败、纪检监察等领域国际研修、“一带一路”廉洁建设领域援外培训等各类项目，持续开展廉洁丝绸之路能力建设。

【知识卡片】《廉洁丝绸之路北京倡议》

《廉洁丝绸之路北京倡议》于2019年4月在第二届“一带一路”国际合作高峰论坛廉洁丝绸之路分论坛上，由中国与有关国家、国际组织以及工商学术界代表共同发起。《廉洁丝绸之路北京倡议》倡议各方增强政府信息公开透明，积极预防和妥善解决贸易、投资中的有关争端，推进金融、税收、知识产权、环境保护等领域合作，为共建“一带一路”构建稳定、公平、透明的规则和治理框架。呼吁各方加强对“一带一路”合作项目的监督管理，规范公共资源交易，在项目招投标、施工建设、运营管理等过程中严格遵守相关法律法规，努力消除权力寻租空间，打造规范化、法治化营商环境。

——以民间交往促进民心相通，以人文交流推动文明互鉴

共建“一带一路”国家拥有各自不同的历史渊源和文化背景，上百种语言文字并存。正因如此，在共建进程中，更需要加强民间交往、人文交流，实现民心相通和文明互鉴。

2023年12月3日，首届“良渚论坛”在中国杭州举办。中国国家主席习近平向论坛致贺信，他在贺信中强调，相互尊重、和衷共济、和合共生是人类文明发展的正确道路。希望各方充分利用“良渚论坛”平台，深化同共建“一带一路”国家的文明对话，践行全球文明倡议、加强文明交流借鉴，弘扬平等、互鉴、对话、包容的文明观，推动不同文明和谐共处、相互成就，促进各国人民出入相友、相知相亲。

【知识卡片】“良渚论坛”

2023年10月18日，习近平主席在第三届“一带一路”国际合作高峰论坛开幕式上发表主旨演讲时宣布，中方将举办“良渚论坛”，深化同共建“一带一路”国家的文明对话。

“良渚遗址是实证中华五千年文明史的圣地”，2003年7月，时任浙江省委书记习近平对遗址的历史地位作出重要论断。

2016年，习近平主席又对良渚古城遗址申遗作出重要指示。2019年7月6日，良渚古城遗址成功列入《世界遗产名录》。

2023年12月3日，由文化和旅游部、浙江省人民政府共同主办的首届“良渚论坛”在浙江省杭州市举办，主题为“践行全球文明倡议，推动文明交流互鉴”，来自海内外的300余名嘉宾出席论坛。

为了“和谐共处、相互成就”，为了“出入相友、相知相亲”，一年来，作为第三届“一带一路”国际合作高峰论坛成果，“一带一路”媒体合作论坛、“一带一路”共建国家出版合作体论坛、第十一届丝绸之路国际电影节、第九届中

蒙俄万里茶道城市合作大会、2024“一带一路”青年创意与遗产论坛等人文交流活动相继举行。6月，丝绸之路旅游城市联盟“丝路对话”在土耳其伊斯坦布尔召开。这是联盟成立以来首次在中国以外举办活动。截至6月底，已有28个国家的63个知名旅游城市加入联盟。

互联互通带来的便利，人文交流产生的热情，促使“一带一路”双向旅游热度凸显。5月，中国西南的贵州省开通了首个跨境旅游专列，200多名游客能够通过中老铁路从贵阳直抵老挝万象；而在相邻的云南省，大批越南游客乘坐动车组进入中国旅游，截至8月中旬，仅河口口岸入境的越南旅游团队就突破700个，人数超过1.2万人次，创历史新高。在中国的霍尔果斯口岸，由于恰逢中国“哈萨克斯坦旅游年”，中哈两国又签署互免签证协定，激发了民众的旅游热情。截至8月下旬，2024年霍尔果斯口岸出入境人员已达81万人次，同比增长118%。

【知识卡片】丝绸之路旅游城市联盟

丝绸之路旅游城市联盟于2023年9月成立，由中国文化和旅游部中外文化交流中心联合国内外知名旅游城市共同发起，旨在以丝绸之路精神为指引，以共商共建共享为原则，为包括丝绸之路沿线在内的中外城市旅游领域交流合作建设长效合作机制。联盟拟通过国际论坛、联合推介、产业对接等一系列主题活动，助推会员城市旅游业可持续发展。截至2024年6月，已有包括中国和来自亚洲、欧洲、非洲、美洲等地区28个国家的63个海内外知名旅游城市加入联盟。

为进一步便利外籍人员来华，中国政府2024年对部分国家人员实施72小时或144小时过境免签政策，其中20余个为共建“一带一路”国家，促使来华游客大幅增加。另一方面，共建国家也正在努力吸引更多中国游客。埃及旅游和文物部长谢里夫·法特希9月就此表示，目前埃及每年能吸引约20万中国游客赴埃旅游，后续将采取措施努力增加中国游客人数，促进两国旅游业合作发展。《中国-非洲国家共建“一

八项行动奠定共建“一带一路”新十年良好开局

“一带一路”发展报告》显示，中国已与31个非洲国家签署双边旅游合作文件，将34个非洲国家列为中国公民组团出境旅游目的地。在双向奔赴之下，中国与共建国家的旅游合作正在向更高层次迈进。

第二章

八项行动打造高质量共建

“一带一路”新机遇

当今世界百年未有之大变局加速演进，全球政治、经济和社会环境出现深刻变化，全球经济治理格局加快重构。在此背景下，八项行动的提出和落实，契合共建国家谋发展、促增长、共繁荣的普遍追求，为高质量共建“一带一路”带来新的历史机遇。共建“一带一路”在第二个十年中有望实现更高合作水平、更高投入效益、更高供给质量和更高发展韧性的高质量发展，完全可以成为构建开放型世界经济的压舱石，成为推动各国共同发展的发动机，成为实现世界现代化的加速器。

2.1 更大范围谋发展：成为构建开放型世界经济的压舱石

当前世界范围内，“逆全球化”思潮涌动，单边主义、贸易保护主义、霸凌主义等不断抬

头，个别国家采取单方面激进行为，以“经济安全”名义推动“脱钩断链”“去风险”，持续设置不合理规则标准壁垒，试图破坏国际产供应链布局，打造排他性贸易集团与合作框架，现有国际金融货币体系的不稳定性加重，多边贸易体制受到冲击，金融风险明显增加，国际投融资与产供应链合作难度提升，国际贸易格局呈现局部碎片化趋势。

面临这种形势，国际社会急需构建开放型世界经济的压舱石。

——共建“一带一路”拥有与生俱来的开放基因，顺应普惠包容的经济全球化大趋势

志合者，不以山海为远。“一带一路”建设起自互联互通，十多年来从无到有、由点及面、连线成网，实现了全方位布局和历史性发展。全球已有超过四分之三的国家和重要国际组织加入共建“一带一路”朋友圈。无论是从理论还是实践上，“一带一路”带有与生俱来的开放基因。

共建“一带一路”始终坚持和平合作、开放包容、互学互鉴、互利共赢的丝路精神，坚持共

商共建共享原则，坚持在开放中合作，在合作中共赢，共同努力探索走出一条不画地为牢、不设高门槛、不搞排他性安排、反对保护主义的正确合作道路。尽管当今世界逆全球化浪潮抬头，但普惠包容的经济全球化大趋势不会变，绝大多数国家依旧把发展作为主要任务，努力促进经济发展，维护全球供应链稳定。和平、发展、合作、共赢依旧是人心所向、大势所趋。中国是经济全球化的参与者、受益者和贡献者，中国坚持推进高水平对外开放，坚持经济全球化大方向，旗帜鲜明主张自由贸易和真正的多边主义，推动建设开放型世界经济。在“一带一路”框架内，未来各国扩大开放、加强合作的前景广阔。

——共建“一带一路”能够多层次多领域有效对接全球经济

在八项行动的具体推动下，共建“一带一路”通过加强规则软联通，对标国际高标准经贸规则，主动推进跨境服务贸易和投资高水平开放等形式，鼓励来自更多国家和地区的合作伙伴深入参与，通过双多边合作、第三方市场合作等方

式形成发展合力。

在区域和多边层面，共建“一带一路”同联合国2030年可持续发展议程、《东盟互联互通总体规划2025》、东盟印太展望、非盟《2063年议程》、欧盟欧亚互联互通战略等有效对接，支持区域一体化进程和全球发展事业。

在双边层面，共建“一带一路”可与俄罗斯欧亚经济联盟建设、哈萨克斯坦“光明之路”新经济政策、土库曼斯坦“复兴丝绸之路”战略、蒙古国“草原之路”倡议、印度尼西亚“全球海洋支点”构想、菲律宾“多建好建”规划、越南“两廊一圈”、南非“经济重建和复苏计划”、埃及苏伊士运河走廊开发计划、沙特“2030愿景”等多国战略实现对接，有力支持对象国经济社会建设进程。

2.2 更宽领域促增长：成为推动各国共同发展的发动机

当前，全球经济复苏整体乏力，外部经济环境负面影响持续存在。新冠疫情影响的滞后效应

以及地缘冲突的外溢影响，导致部分国家面临经济困境，一些国家面临减贫和“返贫”危机，各国普遍需要新的可持续增长动能。

——以新质生产力培育共建合作新增长点

“一带一路”顺应世界经济、技术、产业、社会发展普遍规律和时代大势，积极开展健康、绿色、创新、数字等新领域合作，致力于培育合作新增长点。面对新技术革命浪潮，中国正在因地制宜发展新质生产力。这将有效助力共建国家共同创新发展，不断加强数字经济、人工智能、新能源、新材料等领域创新力度，充分利用现代数字信息、互联网和人工智能等技术对传统制造业进行全系统、全角度、全链条的改造，培育发展新兴产业和未来产业，推进传统产业深度转型升级，促进数字技术与实体经济深度融合、数字技术和数据要素深度耦合发展，加快培育数字领域合作新业态新模式，分享科技创新成果，深化数字治理合作，打造“一带一路”科技创新合作新高地。

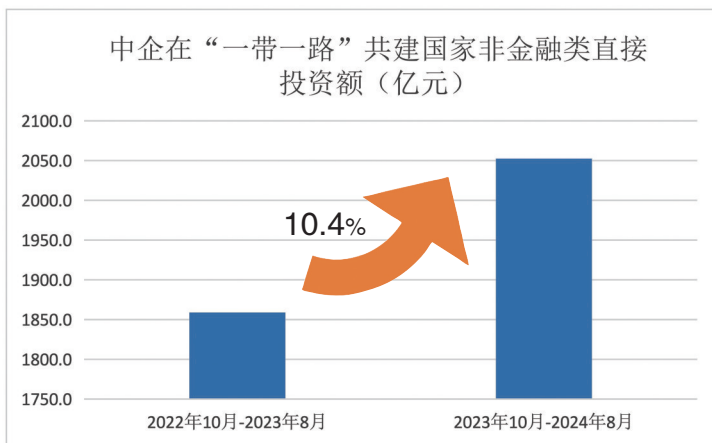


图4 八项行动提出以来，中国企业在“一带一路”共建国家非金融类直接投资增长情况

（数据来源：商务部）

——“一带一路”激发共建国家既有潜能，助力长期稳定增长

“一带一路”互联互通建设的重要意义，在于有效激活共建国家既有资源禀赋，有效调动各类生产要素，将资源优势转化为实实在在的经济成果。世界银行预测，共建“一带一路”倡议有望使经济走廊和国际通道沿线运输时间缩短近八分之一，可使全球贸易往来增加6%以上。泰国铁路运输部数据显示，中老泰铁路全线通车后，将在3至5年内使货物运输成本降低30%至

50%。这必将带来自然资源的有效开发、人力资源的高效利用、经济生活的高速运转、生产成果的高效交换。

在国内国际两个市场增长需求驱动下，“一带一路”将由过去“立柱架梁”转入稳步发展阶段。当前“一带一路”共建国家间的内部贸易占比已超30%，其中中间品贸易占比超60%，说明共建国家内部已形成更加紧密的产业链、供应链关系。在此基础上，只要稳步推进“一带一路”各项建设，促进“一带一路”框架下各项经济稳定发展，就能够为共建国家长期稳定增长提供有力支撑。

2.3 更深层次共繁荣：成为实现世界现代化的加速器

受前述全球政经形势影响，部分国家经济发展和转型内生动力不足，导致内部呈现政治极化、贫富分化加剧、社会对立、民粹主义盛行等问题。对于广大发展中国家而言，面临如何实现现代化目标的现实问题，对于发达国家而言，也

同样面临如何维系现代化成果、保持经济社会现代化水平的深层次问题。

当前，中国正在以中国式现代化全面推进强国建设、民族复兴伟业。中国追求的不是独善其身的现代化，而是期待同广大发展中国家在内的各国一道，共同实现现代化。中国式现代化的出发点和落脚点是让14亿多中国人民过上更加美好的生活。对共建“一带一路”国家而言，这意味着更加广阔的市场和前所未有的合作机遇，也将为世界现代化注入强大动力。

——以高质量共建“一带一路”推动世界实现的是和平的现代化

习近平主席指出，“一带一路”倡议坚持共商共建共享，不是一家说了算，而是大家共担责任，共享成果。共商，就是倡导多边主义，大家的事大家商量着办，使“一带一路”建设兼顾各方利益和关切，体现各方智慧和创意。十多年来，共建国家秉持对话而非对抗，合作而非冲突的理念，通过外交方式而非暴力手段解决问题，坚决摒弃霸权思维、强权思维，不搞一家的独

奏，而是努力唱响共建国家的大合唱。未来，共建“一带一路”仍会继续加强“一带一路”合作平台与机制建设，加强各领域对话协商，把同共建国家人民“心联通”作为重要基础，推动共建“一带一路”高质量发展，以和平方式共同实现世界现代化的做法势必仍将得到广大国家支持与欢迎。

——以高质量共建“一带一路”推动世界实现的是共同繁荣的现代化

实现共建国家共同发展，让民众过上好日子是“一带一路”倡议的初心。没有共同发展、共同繁荣，就不会实现世界真正的和平与稳定，世界的现代化成果就难以维存。在全球南北差距不断扩大、发展中国家追赶难度持续增加、各国内部贫富差距加剧的背景下，共建“一带一路”倡议为发展中国家提供了一条实现现代化的现实选择。共建“一带一路”倡议体现了中国对于现代化的深刻理解和独特视角，既有对物质生活的提升，更有社会全面的进步，始终坚持以人民为中心的发展思想，聚焦消除贫困、增加就业、改善

民生，让共建“一带一路”成果更好惠及全体人民，为当地经济社会发展作出实实在在的贡献。聚焦共建国家民众“看得见、摸得着”，容易提升获得感、幸福感的“小而美”项目，助力缩小贫富差距，弥合南北鸿沟，这将契合各国人民对实现更美好生活的淳朴真挚期许，是高质量共建“一带一路”重要的民心基础与时代机遇。

第三章

持续推进八项行动，开启高质量 共建“一带一路”新征程

八项行动涵盖设施联通建设、发展方式转型、合作机制创新、国际交流培养等多个方面，既是对共建“一带一路”多年来高质量实践成果的高度浓缩，也是下一步实现更高质量、更高水平新发展的路线图时间表。推进高质量共建“一带一路”八项行动，要继续以共商共建共享、开放绿色廉洁、高标准惠民生可持续为指导原则，巩固务实合作，聚焦创新发展，强化风险防控，完善体系机制，共促各国“硬联通”“软联通”“心联通”，创造更加开放包容、和平发展、合作共赢的美好未来。

3.1 夯实合作根基，构建更高韧性 互联互通网络

展望八项行动，共建国家、区域和国际组织要持续加强战略对接，不断深化务实合作，完善

陆海天网“四位一体”布局，构建更高韧性立体互联互通网络；同时，要将政策共识进一步落实至民生焦点和生活福祉，确定重点合作领域，细化具体行动方案，制定重点合作清单，形成良性互动链条。

——统筹打造标志性工程 推进互联互通更畅通高效

设施互联互通是八项行动的核心。推进设施联通，不仅要调整盘活存量，还要进一步做优做强增量，统筹打造好标志性项目，构建一体化、智能化、现代化的立体互联互通网络。

巴基斯坦方面数据显示^①，到2030年，中巴经济走廊有望拉动巴基斯坦经济增速2.5个百分点，为当地创造230万个就业岗位。据乌兹别克斯坦方面估算^②，中吉乌铁路建成后，

^①<https://www.radio.gov.pk/25-11-2020/cpec-is-win-win-project-of-china-pakistan-economic-cooperation-shibli>

^②乌兹别克斯坦总统米尔济约耶夫2024年6月6日在中吉乌铁路项目三国政府间协定签字上的贺词https://uza.uz/en/posts/presidents-message-to-the-participants-in-the-signing-ceremony-of-the-agreement-on-the-construction-of-the-china-kyrgyzstan-uzbekistan-railway_605632

铁路干线年货运量可达1500万吨，货物运输时间将缩短7天。秘鲁农业发展与灌溉部预计^①，钱凯港启用后，秘鲁农产品到达亚洲的时间有望从当前的28天缩短至16天，海运运费预计将降低30%，这对扩大农产品贸易意义重大。坦赞铁路管理局测算^②，中国、坦桑尼亚、赞比亚三方共同签署的《坦赞铁路激活项目谅解备忘录》全面落实后，坦赞铁路运力将大幅提高，年运载量有望从目前的50万公吨提升到200万公吨左右。这些标志性项目的推进，将有效形成增量、带动发展，并衍生长期经济社会效益。

——擦亮“小而美”品牌成色 深化战略对接与共赢合作

“一带一路”建设以人民为中心。关系地区民生和整体福利的“小而美”项目是八项行动合

^① <https://agraria.pe/noticias/peru-se-prepara-a-exportar-fruta-congelada-a-china-36385>

^② <https://www.tazarasite.com/successful-signing-mou-concession-tazara>

作的重要优先事项。世界银行测算^①，到2030年，共建“一带一路”有望使相关国家760万人摆脱极端贫困、3200万人摆脱中度贫穷。

随着“一带一路”建设更加聚焦卫生健康、农业生产、粮食安全、水利合作、清洁能源、生态环保、教育培训等领域，一批投资小、见效快、经济社会环境效益好的“小而美”示范项目将加速形成，凝聚更多接地气、聚人心的合作成果。以职业教育为例，2023年底，在中马高质量共建“一带一路”旗舰项目——马来西亚东海岸铁路项目轨道工程启动仪式上，中马高校共建的中国—马来西亚铁路现代工匠学院挂牌。预计到2026年底，该学院将实现学历教育学生50人，开展职业技能培训100人次，培养核心教师队伍60人^②。今后一段时间，类似这样依托标志

^①世界银行2019年6月发布的《一带一路经济学：交通走廊的机遇与风险》报告

^②《中马高校共建铁路工匠学院为马东铁路提供人才支撑》

<https://www.gx.chinanews.com.cn/kjwt/2023-12-12/detail-ihcvvqfu6721482.shtml>

性工程和重大项目的职业教育还有广阔拓展空间，其培训的人员不仅可满足项目需求，还可为对象国人力资源厚植长期基础。

3.2 壮大创新火种，解锁更多新领域合作潜力

展望八项行动，要着力推动发展新质生产力，进一步聚焦绿色发展、数字发展，深入拓展新领域合作空间；同时，继续扩大制度型开放，发挥新型合作模式优势，进一步挖掘三方、多方市场合作潜力。

——打造创新合作新高地 推动提升新质生产力

创新是八项行动的核心驱动力。自2017年“一带一路”科技创新行动计划启动以来，共建“一带一路”联合实验室已成为推进科技创新合作的重要方式。目前，中国与相关国家在农业、医疗、信息、新能源、基础研究等多个领域共同建设了53家“一带一路”联合实验室，并将在未来5年内把同各方共建的联合实验室扩大到

100家^①。这将有效赋能共建国家产业技术进步，进一步提升创新发展能力。

建设数字丝绸之路是推动实施八项行动创新合作的重要途径。随着“六廊六路多国多港”空间架构的系统性、立体性进一步健全，通过对传统基础设施如港口、铁路、公路、机场、能源、水利等进行数字化升级改造，同时运用大数据、云计算、物联网、人工智能等技术实现智能化运营管理，将进一步提高经济走廊和国际通道的运效。以越中数字物流合作为例，越南河内物流协会副会长阮春雄指出，近年来越南企业与中国企业在数字物流方面的合作多保持在仓储配送环节，针对跨国物流动态货运环节，越中双方企业尚无法实时掌握货物入境对象国后的各阶段信息，跨国物流数字合作还有很大发展空间。^②

^①<https://www.ceweekly.cn/cewsel/2024/0913/455206.html>

^②《云南日报》

https://yndaily.yunnan.cn/content/202407/28/content_216531.html

——挖掘务实合作潜力 共同建设开放型平台

开放是八项行动的重要支撑。推进八项行动，要继续协同增效，加强各国在规制、标准、监管等方面的深度对接，通过政府和社会资本合作（PPP模式）、双边合作、第三方市场合作、多边合作等多种形式，使更多国家、企业和机构深度参与其中，共同推动建设开放型世界经济。

跨境电商作为开放合作的前沿，正有力推动全球贸易创新发展。从共建“一带一路”的整体格局来看，这一领域能够充分发挥互联互通、产业发展与开放型经济的综合优势。推进绿色金融国际合作将是落实八项行动高水平开放的重要方向。根据联合国最新测算^①，2030年前发展中国家为实现可持续发展目标每年的投融资缺口在2.5万亿美元至4万亿美元之间。在发展中国家和新兴经济体中建立绿色金融体系至关重要。由中国和多国机构共同发起

^①2024 Financing for Sustainable Development Report, P16
<https://sdg.iisd.org/news/annual-sdg-financing-gaps-measured-in-trillions-fsdr-2024/>

成立的可持续投资能力建设联盟（The Capacity-building Alliance of Sustainable Investment，简称 CASI）于2023年底正式启动，预计其所提供的可持续金融能力建设服务将在2030年前覆盖来自发展中国家10万人次参与者。^①

3.3 遏制风险苗头，共筑行稳致远坚实基础

展望八项行动，要深化团结协作，共同应对外部风险，凝聚加强共建国家内部共识。同时，要坚持推动企业的防范风险意识，根据“企业主体、市场运作、政府引导、国际规则”的原则，持续优化廉洁丝绸之路营商环境，完善对项目和人员的安全保障措施。

——合作应对外部风险挑战

合作共赢是八项行动的要义。在百年未有之大变局下，增强团结韧性、共商合作发展是推进八项行动落实落地的前提。除本报告第二章所述

^① https://www.financialnews.com.cn/cj/sc/202312/t20231207_283686.html

的政治、经济等方面风险外，“一带一路”还需警惕个别国家在全球范围内的系统性负面舆论宣传。此类宣传持续炒作“一带一路”是“债务陷阱”“新殖民主义”“制度输出”等谬论，抹黑和唱衰共建“一带一路”，甚至通过渗透和干预共建国家内政等方式，破坏共建“一带一路”存量成果，阻碍相关建设项目进程，毒化共建“一带一路”的政治社会氛围，产生诸多负面影响。欧洲智库布鲁盖尔研究所2023年4月发布的一份报告显示，“一带一路”国际形象总体正面，但也不乏负面杂音，这与一些势力的推动密切相关。对此，共建国家应合作应对外部风险，特别是针对个别国家对“一带一路”的抹黑攻击，更要凝聚加强内部共识，予以及时有效的因应回击。正如波黑前总统姆拉登·伊万尼奇所说^①，西方国

^①波黑前总统、尼扎米·甘伽维国际中心董事会成员姆拉登·伊万尼奇2023年10月18日在第三届“一带一路”国际合作高峰论坛智库交流专题论上的发言
https://www.brsn.net/spjj/gjfr/detail/20231214/19435555_%E5%A7%86%E6%8B%89%E7%99%BB%C2%B7%E4%BC%8A%E4%B8%87%E5%B0%BC%E5%A5%87.html

家对于共建“一带一路”倡议的本质存在许多偏见，有必要纠正和消除这种成见。

——推动经营主体加强风险防控

经营主体是实施八项行动的重要力量。推进八项行动，应推动经营主体增强安全意识，将政治、经济、文化等方面的风险作为确立项目的参考。分析显示，当前“一带一路”国际工程建设越来越向价值链高端发展，探索“投建营一体化”模式，这对企业运营管理以及风险管控能力提出了新要求，需确保项目符合法律合规、财务可靠、环境可持续、社会有益等指标。在实践中，已有大型能源企业等主体认识到，按照市场化国际规则和当地法律进行项目决策和运作，才能保证“一带一路”项目合作的可持续性。^①

^①中国石油集团经济技术研究院执行董事余国2023年10月17日在“一带一路”国际智库合作委员会全体大会上的发言

https://www.brsn.net/spjj/gjfr/detail/20231221/19435622_%E4%BD%99%E5%9B%BD.html

3.4 完善合作机制，助力八项行动见实见效

完善合作机制是推进八项行动落实的保障。推进八项行动，要继续夯实立体互联互通机制，深化贸易投资合作机制，筑牢民心相通机制，完善绿色发展机制，健全协商协同对接机制。

夯实立体互联互通合作机制，就是要在现有基础上，继续以经济走廊为引领，以大通道和信息高速公路为骨架，以铁路、公路、机场、港口、管网为依托，将交通、能源、信息网络与产业有机结合，进一步实现提质增效。

深化贸易投资合作机制，就是要通过探索深化自由贸易区建设、优化投资环境等方式，形成更加紧密的产业链、供应链关系。

筑牢民心相通机制，就是要对“一带一路”软能力建设给予更多关注，增强文化、旅游、教育、民间等方面的互动，形成“一带一路”多元互动的人文交流大格局。

完善绿色发展机制，就是要强化绿色机制基

石，支持绿色投融资项目，加强自然灾害防治和应急管理国际合作，让共建“一带一路”的底色更加鲜亮。

健全协商协同对接机制，就是要加快建立和完善共建“一带一路”合作工作协调机制，强化已建成的“一带一路”平台合作功能，不断总结合作成效，及时协调解决合作中的困难和问题。

结 语

中国国家主席习近平在第三届“一带一路”国际合作高峰论坛开幕式上指出，“一带一路”倡议提出的初心，是借鉴古丝绸之路，以互联互通为主线，同各国加强政策沟通、设施联通、贸易畅通、资金融通、民心相通，为世界经济增长注入新动能，为全球发展开辟新空间，为国际经济合作打造新平台。八项行动，正是中国在新阶段支持高质量共建“一带一路”的具体体现，承载着世界对和平发展的追求、对美好生活的向往、对交流互鉴的渴望。

共建“一带一路”源自中国，成果和机遇属于世界。一年来，八项行动的丰硕成果，为“一带一路”第二个十年建设奠定良好开局。期待共建国家携手前行，弘扬“和平合作、开放包容、互学互鉴、互利共赢”的丝路精神，继续深化“一带一路”国际合作，持续推进八项行动，迎接共建“一带一路”更高质量、更高水平的新发展，推动实现世界各国的现代化，共同推进构建人类命运共同体！

编写说明与致谢

《八项行动奠定“一带一路”新十年良好开局》智库报告课题组由新华通讯社社长、新华社国家高端智库学术委员会主任傅华任组长，新华通讯社总编辑吕岩松任副组长，新华通讯社副总编辑任卫东任执行副组长。课题组成员包括刘刚、潘海平、陈芳、邹伟、崔峰、曹文忠、李月、陈瑜、刘华、程征、李桃、郑明达、陈炜伟、史春姣、丁蕾、曹家宁、赵熠煊、梁洽闻等。

课题自2024年上半年启动以来，历时半年多采访、调研、撰写、修改、审校完成。

在报告写作和发布过程中，“一带一路”高质量发展学术论坛主席白春礼、中国国际经济交流中心总经济师陈文玲、中国科学院国际合作局局长刘卫东、北京大学区域与国别研究院副院长翟崑、中国人民大学重阳金融研究院执行院长王文、中国人民大学习近平新时代中国特色社会主义思想研究院副院长王义桅、华侨大学海上丝绸

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"Eight Major Steps"
Heralds Promising New Decade of
Belt and Road Cooperation

Xinhua Institute

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Preface

In 2013, Chinese President Xi Jinping proposed the magnificent Belt and Road Initiative (BRI), marking a milestone in the history of human development. Over the past decade, with joint efforts from all sides, the BRI—centered on connectivity—has transcended geographical boundaries, bridged cultural differences, and aligned development needs. It has pioneered a new framework for international cooperation, built on the principles of consultation, collaboration, and shared benefits. Today, the BRI stands as the world’s most popular international public good and the largest platform for global cooperation. It has become a path of partnership, opportunity, and prosperity for the countries involved.

During the keynote speech at the opening ceremony of the Third Belt and Road Forum for International Cooperation convened in October 2023, President Xi Jinping announced China’s support for eight initiatives aimed at advancing the high-quality development of the Belt and Road. Over the past year, with the concerted efforts of BRI partner countries, these initiatives have steadily progressed and achieved remarkable results, laying a solid foundation for the second decade of the BRI. The experience has demonstrated that in today’s global context, the pursuit of development, growth, and shared prosperity is a common aspiration for all nations. The BRI continues to gain worldwide consensus and has entered a phase of significant opportunity. It is well-positioned to become a ballast for building an open world economy, a driving force for collective growth, and a catalyst for global modernization.

Looking ahead, countries involved in the BRI must further implement the eight initiatives, advance practical cooperation, and jointly promote innovative development. Together, they can address risks and challenges while ensuring the steady progress of high-quality Belt and Road construction on this new journey. The goal is to create a world where peace, mutual benefit, and shared prosperity are the hallmarks of modernization and to contribute to building a community with a shared future for humanity.

Chapter One

The Eight Major Steps Propel High-Quality Belt and Road Cooperation to a New Starting Point

1.1 Continued and Steady Progress in Connectivity Development

Since the introduction of the Eight Major Steps, connectivity has become a key focus. The construction of the China-Europe corridor, represented by the China-Europe Railway Express and the Trans-Caspian International Transport Corridor, continues to improve in quality. The “Silk Road Maritime” initiative advances the integrated development of port, shipping, and trade, while the Air Silk Road has steadily progressed. Under the principles of consultation, cooperation, and shared benefits, the economic and social impacts of several landmark projects have become increasingly evident, significantly contributing to the modernization of BRI partner countries.

—Official Establishment of a Diverse and Comprehensive Connectivity Framework of the Trans-Caspian International Transport Corridor Enhances the Quality of the China-Europe Corridor

In terms of connectivity across the Eurasian continent, the construction of the Trans-Caspian International Transport Corridor has progressed significantly in 2024. On July 3, Chinese President Xi Jinping and Kazakh President Kassym-Jomart Tokayev jointly attended, via video link, the launch ceremony for the China-Europe direct express line through the Caspian Sea, held at the Presidential Palace in Astana. This event marks the first time Chinese vehicles reached a Caspian port through direct highway transport, symbolizing the formal establishment of a diverse and comprehensive connectivity framework that integrates road, rail, air, and pipeline transportation.^①

Gaidar Abdykerimov, Secretary General of the Trans-Caspian International Transport Corridor International Association, explained that this corridor was a multimodal transport route stretching over 11,000 kilometers from China across Kazakhstan, the Caspian Sea, Azerbaijan, Georgia and extending to Turkey and European countries. It has become a crucial artery for transporting goods from Southeast Asia and China to Europe, with an annual cargo throughput of approximately 6 million tons. Kazakhstan, Azerbaijan, Georgia, and Turkey have already planned to more than double the corridor’s annual throughput by 2027. He noted that one of China’s Eight Major

^① <http://www.news.cn/20240703/d9b59485ad8d43df9a0e694ceed6f4fc/c.html>

Steps for the high-quality BRI involves participating in the development of the Trans-Caspian International Transport Corridor, stating, “China’s support has translated into concrete actions, bringing positive news for this project.”^①

Since 2024, new China-Europe Railway Express routes have been launched via this corridor from Chinese cities such as Xi’an, Nanjing, Qingdao, and Jinan, connecting to countries like Azerbaijan, Turkey, and Italy. Currently, it takes only 29 days to travel from Xi’an, China, to Mannheim, Germany, through this corridor, with the potential to reduce the time further to around 25 days in the future. With 6-7 trains running weekly, this route has been optimized with dedicated container ships for the Caspian and Black Sea segments, significantly cutting transportation time by more than half compared to all-sea routes. This development has greatly shortened transit times, lowered logistics costs, and led to a substantial increase in trade volume.

Driven by significant progress in the Trans-Caspian International Transport Corridor, the China-Europe Railway Express has continued to upgrade in quality. Over the past year, new records have been set for the number of trains, transport capacity, and area coverage. From January to August 2024, a total of 13,056 trains were dispatched, carrying 1.399 million TEUs (twenty-foot equivalent units) of goods, representing year-on-year increases of 12% and 11%, respectively. In August alone, 1,653 trains were dispatched, transporting 173,000 TEUs. Since the start of 2024, the number of trains running per month has exceeded 1,600 for six consecutive months.^② By July 2024, the China-Europe Railway Express had reached 224 cities in 25 European countries and connected over 100 cities in 11 Asian countries, with its service network covering almost all of Eurasia. Within China, 91 scheduled lines have been established for the China-Europe Railway Express, with speeds of up to 120 kilometers per hour, linking 61 cities across the country. The range of goods transported by the trains has expanded to 53 major categories and over 50,000 kinds of products, with a 100% container utilization rate.^③ In June 2024, the governments of China, Kyrgyzstan, and Uzbekistan signed an intergovernmental agreement for the China-Kyrgyzstan-Uzbekistan railway project. The railway will start from Kashgar in Xinjiang, pass through Kyrgyzstan, and enter Uzbekistan. In the future, it can extend to West Asia and South Asia. Once completed, it will not only greatly enhance connectivity between the three countries but also effectively promote the development of rail links between Central Asia and Europe.

① <http://www.news.cn/world/20240707/c6e1a7f81a4e4fc4b7aa715ba4c70c47/c.html>

② http://paper.people.com.cn/rmrb/html/2024-09/19/nw.D110000renmrb_20240919_4-10.html

③ <http://www.news.cn/20240727/f37d543f86b3477cb3bebc7699aac955/c.html>

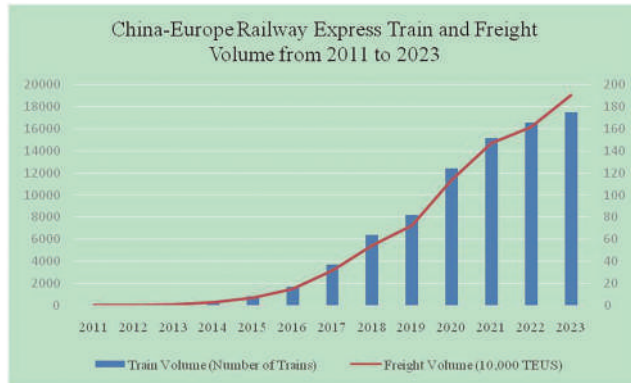


Figure 1: China-Europe Railway Express Train and Freight Volume from 2011 to 2023 (Source: China-Europe Railway Express Portal)



Figure 2: China-Europe Railway Express Train and Freight Volume (Since October 2023) (Source: China-Europe Railway Express Portal)

—Integrated Development of Ports, Shipping, and Trade of the Silk Road Maritime and Steady Progress in the Air Silk Road Construction

The integrated development of ports, shipping, and trade plays a crucial role in connectivity efforts. On September 7, during the 6th Silk Road Maritime International Cooperation Forum held in Xiamen, China, it was announced that ten new Silk Road Maritime routes were added, bringing the total number to 132. These routes now connect 145 ports across 46 countries and regions. Notably, Piraeus Port and Abu Dhabi Port have, for the first time, been included as recommended named routes.^①

The integration of ports, shipping, and trade has proven to be mutually reinforcing, with Piraeus Port in Greece serving as a prime example. On February 6, the expansion project of the Herakleous Ro-Ro terminal at Piraeus Port was officially completed,

① <https://www.thepaper.cn/detail/28683356>

with a total investment exceeding 20 million euros. After the expansion, the terminal can accommodate 5,100 vehicles, significantly enhancing Piraeus Port's role as a key hub for automobile shipping trade.^① By the first half of 2024, Piraeus Port had solidified its position as the leading container port in the Mediterranean, the third-largest cruise homeport and the largest ferry port in Europe, the ship repair center of the Eastern Mediterranean, and a transshipment hub for car carriers. During the same period, COSCO Shipping at Piraeus Port had paid over 100 million euros in concession fees and taxes to the Greek government, with dividends for its publicly listed company increasing twelvefold. These activities directly created 4,300 jobs and indirectly generated 12,000 jobs in Greece, boosting the country's GDP by 1.56 percentage points.^②

Where Air Silk Road development is concerned, China signed memorandums of understanding with several countries, including Kyrgyzstan,^③ Kazakhstan, and Tajikistan,^④ to jointly build the Air Silk Road during the year following the introduction of the Eight Major Steps. Regular flight routes were launched, including China's first scheduled route to Armenia,^⑤ the first direct passenger flight from China to Luxembourg,^⑥ the first direct regular passenger flight from the Chinese mainland to Saudi Arabia,^⑦ and the first regular commercial flight from the Chinese mainland to a South Pacific island nation.^⑧ Additionally, the Siem Reap Angkor International Airport in Cambodia, constructed by a Chinese company, became operational. The coverage of the Air Silk Road continues to expand, with its capacity steadily increasing.

On June 20, during the Second Zhengzhou-Luxembourg Air Silk Road International Cooperation Forum, Luxembourg's Deputy Prime Minister, Xavier Bettel, stated that the Air Silk Road between Luxembourg and Zhengzhou had become an important link strengthening the relationship between Luxembourg and China. Luxembourg is willing to use this forum as an opportunity to deepen cooperation with China in various fields within the Belt and Road framework.^⑨

① <http://www.news.cn/world/20240207/090804c012104af0954d5de38e31b8b3/c.html>

② http://gr.china-embassy.gov.cn/zxhd/202403/t20240318_11262127.htm

③ https://www.caac.gov.cn/XWZX/MHYW/202406/t20240617_224472.html

④ https://www.caac.gov.cn/XWZX/MHYW/202310/t20231020_221785.html

⑤ http://www.news.cn/2023-12/21/c_1130040312.htm

⑥ <http://www.news.cn/photo/20240903/e99581df613e4be49551e02230296378/c.html>

⑦ <https://h.xinhua.com/vh512/share/11973574>

⑧ <https://h.xinhua.com/vh512/share/11822520>

⑨ <http://www.news.cn/politics/leaders/20240621/d0ee75fb546c49e6a8d4d26d329a425f/c.html>

Fact Box: New Western Land-Sea Corridor

The New Western Land-Sea Corridor is an international trade route developed in cooperation between China's western provinces and ASEAN countries. Centered around Chongqing as the operations hub, the corridor uses rail, sea, and road transport to connect key nodes in China's western provinces with the world via coastal and border ports in Guangxi and Yunnan.

President Xi Jinping emphasized that building the New Western Land-Sea Corridor is of great significance in making new ground in opening China further through links running eastward and westward across land and over sea. Since the issuance of the Overall Plan for the New Western Land-Sea Corridor five years ago, the number of destinations served by the corridor has expanded from 166 ports in 71 countries and regions to 523 ports in 124 countries and regions. Over 30,000 trains have been dispatched, and the range of goods transported has increased from more than 80 types to over 1,150.

As of September 14, 2024, the rail-sea intermodal trains of the New Western Land-Sea Corridor have shipped over 600,000 TEUs. Evolving from a "single line" into a "network," the New Western Land-Sea Corridor has become a vivid representation of China's high-level opening-up to the world.

—The Principle of “Teaching to Fish” Highlights the Idea of Consultation, Cooperation, and Shared Benefits, Consolidating Long-Term Mutual Gains

On May 10, 2024, a ceremony marking the achievements and future outlook of the Addis Ababa-Djibouti Railway over the past six years, as well as the official handover, was held in Addis Ababa, the capital of Ethiopia. This event symbolized the formal transfer of leading operational management for the railway to the Ethio-Djibouti Standard Gauge Railway Share Company.

The Addis Ababa-Djibouti Railway, Africa's first cross-border electrified railway, spans 752 kilometers from Addis Ababa in the west to the port city of Djibouti in the east. Built by a subsidiary of China Railway Construction Corporation (CRCC), the railway has been in commercial operation since 2018. Under the contract, the Chinese companies provided six years of operational and maintenance services. Over this period, Chinese experts certified and trained 2,840 local employees, laying a solid foundation for a successful handover. Following the handover ceremony, the Chinese team is now focusing on inspection, supervision, and guidance and plans to exit within two years fully.

Where connectivity projects are concerned, the Addis Ababa-Djibouti Railway serves as a prime example of “teaching to fish” —a hallmark of many Belt and Road

initiatives. Through such projects, BRI countries not only upgrade their infrastructure but also acquire the skills to operate and maintain it, further advancing their modernization.

On January 17, 2024, Chinese President Xi Jinping responded to a letter from Kenyan students and alumni representatives at Beijing Jiaotong University, encouraging them to continue contributing to the friendship between China, Kenya, and Africa. The Mombasa-Nairobi Railway, a flagship project and a successful model of China-Kenya cooperation under the Belt and Road Initiative, was designed to empower the Kenyan side to manage its operations. China has sponsored 100 Kenyan students to study railway operations and management at Beijing Jiaotong University. These students have since returned to Kenya, joining the Kenya Railways Corporation and becoming a new driving force for local development and enhanced bilateral cooperation. As of May 31, 2024, the Mombasa-Nairobi Railway had been in safe operation for seven years, transporting 12.86 million passengers and 32.87 million tons of cargo. It has directly and indirectly created 74,000 jobs in Kenya and trained over 2,800 highly qualified railway professionals and management personnel.

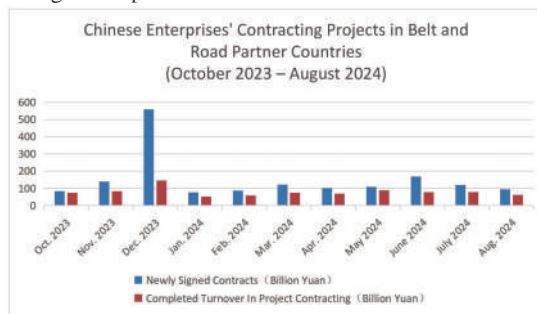


Figure 3: Contracting Projects by Chinese Enterprises in Belt and Road Partner Countries (October 2023 – August 2024) (Source: Ministry of Commerce)

Under the principles of consultation, cooperation, and shared benefits, the economic and social effects of several landmark projects have increasingly become apparent, fully demonstrating the success of win-win cooperation. According to Chinese statistics, from January to August 2024, the China-Laos Railway handled 3.584 million tons of import and export goods, an increase of 22.8% year-on-year. Notably, imports of Thai durians via the China-Laos Railway reached 73,000 tons, a year-on-year increase of 74.2%. As of March 2024, the customs clearance time for international freight trains on the China-Laos Railway had been reduced from over 40 hours at the time of the railway's opening to less than 5 hours, with up to 18 international freight trains being exchanged per day at peak times. The freight service network has expanded to 12 BRI partner countries, including Laos, Thailand, Vietnam, and Myanmar, as well as major cities in 31 provinces, regions, and municipalities across China. This expansion has effectively promoted the development of economic zones such as

the Vientiane Saysettha Development Zone and the Boten Economic Special Zone.^①

Fact Box: China–Laos Railway

The China–Laos Railway starts in Kunming, Yunnan Province, China, and extends south to Vientiane, the capital of Laos. It is the first transnational railway built and operated in cooperation between China and Laos, using Chinese standards and directly connecting to China’s railway network. The railway spans a total of 1,035 kilometers. In terms of freight transport, since its opening on December 3, 2021, until September 16, 2024, the China–Laos Railway has transported a cumulative 10.002 million tons of international cargo, with a total cargo value of 40.77 billion yuan. For passenger transport, since the launch of international passenger trains on April 13, 2023, the Mohan Border Inspection Station has inspected over 1,260 international passenger trains, facilitating the smooth entry and exit of more than 282,000 passengers from 101 countries and regions by September 25, 2024. The China–Laos Railway is a flagship project for promoting high-quality Belt and Road cooperation and enhancing connectivity between China and Southeast Asian countries, serving as an important link

In Indonesia, as of July 2024, the Jakarta-Bandung High-Speed Railway had been in operation for nine months, transporting more than 4 million passengers,^② with a strong growth in passenger numbers. The number of daily high-speed trains increased from 14 at the start of operations to 52 during peak periods, with a single-day record of 21,537 passengers. The highest occupancy rate reached 99.6%.^③ On April 1, 2024, during talks in Beijing with Indonesia’s President-elect Prabowo, Chinese President Xi Jinping noted, “The Jakarta-Bandung High-Speed Railway has become a flagship of high-quality cooperation between the two countries, marking a new phase in China-Indonesia relations as they build a community with a shared future.”^④

① <http://yn.news.cn/20240320/3981fbef4b834656800d6743844cf361/c.html>

② <http://www.news.cn/photo/20240717/0e7fa6752ad04196b516ad1bb09815e5/c.html>

③ <http://www.news.cn/20240417/8fa72b5a1db94818b4407ec4cace0fb1/c.html>

④ <http://www.news.cn/20240401/1d19b27faca748feb0e2084770924add/c.html>

Fact Box: Jakarta–Bandung High–Speed Railway

The Jakarta-Bandung High-Speed Railway connects Indonesia's capital, Jakarta, with the tourist city of Bandung. Spanning 142 kilometers, it is designed for a maximum speed of 350 kilometers per hour. This railway is the first high-speed railway in Indonesia and Southeast Asia, and it serves as a "flagship project" of China-Indonesia Belt and Road cooperation. Officially opened on October 17, 2023, the railway has reduced travel time between Jakarta and Bandung from over three hours to just 46 minutes, providing a safe, green, efficient, and comfortable mode of transportation for the public.

1.2 “Green” and “Digital” Energy as Essential Themes of Innovative Development

With the implementation of the Eight Major Steps, “green” and “digital” have emerged as key themes in the new phase of BRI development. Behind these concepts is China’s active cultivation of new productive forces, fostering a positive synergy with the joint construction of the BRI. This dynamic interaction has significantly contributed to the modernization processes of BRI countries, illustrating how China’s path to modernization supports the development of the partner countries.

—Sustainable Development Driven by Green Silk Road

Sixty-five kilometers south of downtown Dubai in the UAE lies a futuristic megapark covering 44 square kilometers. Towering within it is a 262-meter-high solar power tower, surrounded by approximately 70,000 heliostats reflecting sunlight to the top of the tower. That is the Dubai Maktoum Solar Park Phase IV, a flagship project of the China-UAE Green Silk Road collaboration. In February 2024, all the power units of the project were successfully connected to the grid. They began commercial operation with a total installed capacity of 950 megawatts, comprising 700 megawatts of solar thermal power and 250 megawatts of photovoltaic power. Despite the UAE’s vast oil resources, the country remains committed to optimizing its energy structure. At the project’s inauguration, UAE Vice President and Prime Minister Mohammed stated that the UAE aimed to become one of the world’s most sustainable nations, and the commercial operation of the Dubai solar thermal and photovoltaic power project marks a significant milestone on its path to sustainable development.

As demonstrated by this project, ongoing cooperation in green infrastructure, green energy, and green transportation has become a key focus of the Eight Initiatives. In Côte d’Ivoire, two of the three units at the Gribo-Popoli hydropower station—currently the country’s largest under construction—built by a Chinese enterprise were

delivered in 2024, with the remaining unit set to be operational by the end of the year. The plant's total installed capacity of 112.9 megawatts will add 554 million kilowatt-hours of clean energy annually, helping Côte d'Ivoire meet its goal of increasing the share of renewable energy to 45% by 2030. In Uganda, the Karuma Hydro-power Station, a flagship China-Uganda Belt and Road cooperation project, began full operation at the start of 2024, generating an average of 4 billion kilowatt-hours annually, saving around 1.31 million tons of raw coal each year and reducing CO2 emissions by 3.48 million tons. This project is also expected to lower Uganda's electricity prices by 17.5%. In South Africa, on September 14, the 100-megawatt Redstone solar thermal power plant, built by a Chinese company, was successfully connected to the grid for the first time and will eventually provide electricity to approximately 200,000 South African households, significantly reducing reliance on traditional fossil fuels.

According to the White Paper on China's Energy Transition released in August 2024, China's BRI energy cooperation partnership now includes 33 member countries spanning six continents, including Asia and Africa. To strengthen cooperation on the Green Silk Road and incorporate sustainability principles into every aspect of the Belt and Road Initiative, China has launched the Belt and Road International Green Development Coalition. This initiative aims to help BRI partner countries meet the environmental and development-related targets of the UN 2030 Sustainable Development Goals. As of mid-2024, the coalition includes over 150 partners from more than 40 countries, including environmental authorities from over 20 Belt and Road partner nations.

Fact Box: The Green Investment Principles for the Belt and Road

The Green Investment Principles for the Belt and Road is a set of voluntary guidelines for investment enterprises, aimed at promoting green and sustainable development in Belt and Road investments. Officially launched on November 30, 2018, the principles offer seven key initiatives across strategic, operational, and innovation levels. These include corporate governance, strategy development, project management, external communication, and the use of green financial tools. The guidelines are designed for global financial institutions and companies involved in Belt and Road investments to voluntarily adopt and implement. Forty-nine signatory institutions, 20 supporting institutions, and two observer institutions from 17 countries and regions have joined the initiative as of September 2024.

—Rapid Expansion of Digital Silk Road into New Spaces

The Digital Silk Road is experiencing rapid growth in digital service trade and e-commerce. In the first half of 2024, China's digitally deliverable services imports

and exports reached 1.42 trillion yuan, and cross-border e-commerce imports and exports totaled 1.22 trillion yuan—both hitting historic highs. This expansion has created vast new opportunities for participating Belt and Road countries.

At the third Global Digital Trade Expo held in Hangzhou in late September, over 30,000 professional buyers registered, including more than 6,000 international participants. The expo featured a dedicated Silk Road e-commerce section, with a “Silk Road E-Commerce Day” connecting resources for e-commerce cooperation. A special “Silk Road Cloud Products” section was set up to showcase products from Kazakhstan, Thailand, and other guest countries. That same month, the Jiangsu Central Asia Center officially launched in Nanjing, positioning Silk Road e-commerce as a core component of its operations. The center will manage production bases, warehouse resources, and logistics between Jiangsu and Central Asia through digital tools. Earlier, Shanghai’s Pudong New Area released an Action Plan for Advancing the Silk Road E-Commerce Cooperation Pilot Zone, introducing a series of measures to accelerate cross-border data flows, trade facilitation, and digital trade initiatives. The plan aims to establish a comprehensive Silk Road e-commerce service system by 2025, fostering deeper trade cooperation among Belt and Road countries through e-commerce.^①

Fact Box: "Silk Road E-Commerce"

"Silk Road E-Commerce" is an important initiative by China that leverages its strengths in e-commerce technology application, model innovation, and market scale to expand trade cooperation with BRI countries, sharing digital development opportunities. Since October 2023, China has signed new e-commerce cooperation memorandums of understanding with Serbia, Bahrain, and Tajikistan, bringing the number of "Silk Road E-Commerce" partner countries to 33.

The creation of "Silk Road E-Commerce" cooperation pilot zones is a key measure for promoting high-quality BRI development, as well as expanding institutional openness in the e-commerce sector. Since the approval from the State Council in October 2023 to establish a "Silk Road E-Commerce" cooperation pilot zone in Shanghai, 36 out of 38 construction tasks have been fully rolled out. These efforts have produced institutional breakthroughs such as cross-border e-invoice interoperability and electronic bills of lading, and have established public service platforms for talent training, think tank alliances, and national pavilions for BRI partner countries.

The practices of China’s wealthiest eastern provinces and cities demonstrate that

^① http://www.news.cn/local/2023-12/14/c_1130027225.htm

both digital service trade and the development of “cross-border e-commerce + industrial zones” have become new economic growth hotspots along the Digital Silk Road. As China continues to expand its high-level opening up, the digital economy is bound to become a key driver of growth and a major source of momentum for the Belt and Road Initiative.

In order to support the development of the digital economy, digital infrastructure has become a crucial area of cooperation. With the assistance of Chinese enterprises, Tanzania’s National Fiber Optic Backbone Network project has reduced national communication costs by 57%, earning the title “Information TAZARA” (Tanzania-Zambia Railway). The Smart Senegal project has accelerated the country’s digital economy, injecting new momentum into the implementation of the “Plan for an Emerging Senegal.” Ahead of the 2024 Forum on China-Africa Cooperation Summit in Beijing, China announced that it would strengthen digital infrastructure development in Africa, promote high-speed Internet access, support the creation of “smart cities” in Africa, and advance China-Africa cooperation in information and network technologies, including 5G, big data, cloud computing, fintech, and artificial intelligence. The construction of the Digital Silk Road will not only promote comprehensive cooperation and exchanges between countries and regions but also effectively narrow the “digital divide,” helping BRI partner countries build a community with a shared future in cyberspace and enabling them to share in the benefits of digital technology for a brighter future.

Fact Box: Action Plan for Science and Technology Innovation in BRI Cooperation

At the opening ceremony of the first Belt and Road Forum for International Cooperation convened in May 2017, President Xi Jinping proposed building the Belt and Road into one of innovation, launching Action Plan for Science and Technology Innovation in BRI Cooperation. This plan involves cooperation between China and Belt and Road partner countries in four key areas: scientific and cultural exchanges, joint laboratory construction, cooperation on science parks, and technology transfer. The goal is to jointly embrace the new wave of technological revolution and industrial transformation, advancing the path of innovation.

As of November 2023, China has signed intergovernmental science and technology cooperation agreements with over 80 BRI partner countries. More than 50 BRI joint laboratories have been established, along with over 20 agricultural technology demonstration centers and more than 70 overseas industrial parks. Nine transnational technology transfer centers have been established, and over 300 technical exchange and matchmaking events have been held, facilitating the implementation of more than 1,000 cooperative projects.

1.3 “Small Yet Smart” Projects Achieve Effective Results and Benefit Livelihood

At its core, the Belt and Road Initiative aims to improve the quality of life for people in participating countries. While large-scale landmark projects continue to advance, numerous “small yet smart” projects are also being implemented. These initiatives, ranging from education and training programs to health clinics and from mushroom cultivation workshops to clean water wells, have made tangible contributions to poverty alleviation and improving people’s livelihoods.

Fact Box: BRI Chinese Government Scholarship Program

In 2017, the Ministry of Education officially established and launched the BRI Chinese Government Scholarship Program, aimed at cultivating talent from Belt and Road partner countries. The program operates through three models of cooperation: between ministries, between provinces and ministries, and between universities.

—The Luban Workshop Becomes a Shining Example of the BRI Vocational Education Cooperation

During the opening ceremony of the Forum on China-Africa Cooperation convened on September 5 in Beijing, President Xi Jinping stated, “China will implement with Africa more solidly the Future of Africa—Vocational Education Cooperation Plan, establish together an engineering technology academy, and build ten Luban Workshops.” In recent years, driven by high-level diplomatic efforts, 17 Luban Workshops have already been established in 15 African countries, blossoming into a flagship model of China’s international vocational education cooperation.^①

In Central Asia, the Luban Workshop in Tajikistan has been operating successfully for over a year, while projects in Uzbekistan and Turkmenistan are progressing actively. Kyrgyzstan recently inaugurated a smart classroom for its Luban Workshop.^② The first Luban Workshop in Kazakhstan began trial operations at the end of 2023. During talks in July 2024 between President Xi Jinping and Kazakh President Kassym-Jomart Tokayev in Astana, it was announced that China would establish a second Luban Workshop in Kazakhstan.^③

Since the first overseas Luban Workshop was established in Thailand in 2016, it has been launched in several African countries under the Forum on China-Africa Coopera-

① <http://www.news.cn/politics/leaders/20240907/35e1ed2f4ec045838f5f56d491e60714/c.html>

② <http://www.news.cn/politics/leaders/20240704/130b35c1192e41979ad417cc34159037/c.html>

③ <http://www.news.cn/20240703/d796ba1a83b6450aa55a6620fc390d4c/c.html>

tion, and more have been set up across Central Asia. As of July 2024, this Chinese vocational education brand has taken root in 29 countries, offering 57 programs in 14 major fields, including artificial intelligence, electric vehicle maintenance, civil engineering, and traditional Chinese medicine. The workshops have enrolled over 10,000 students in degree programs and provided vocational training to more than 22,000 participants.^①

—Promoting Access to Basic Health Care for People in BRI Partner Countries

For many years, “small yet smart” medical outreach programs like “Operation Brightness,” “Operation Love,” and “Operation Smile,” which focus on treating cataracts, heart disease, and cleft lip and palate, have been widely welcomed in BRI partner countries. According to incomplete statistics, since 2024, Chinese medical teams have successfully performed nearly a thousand cataract surgeries in countries such as Mongolia,^② Tajikistan,^③ Uzbekistan,^④ and Sri Lanka.^⑤ In Mongolia alone, the “Belt and Road Brightness Action” has screened 3,178 patients with eye diseases and performed 539 free cataract surgeries. In Cambodia, a 68-year-old named Duk Sarun underwent surgery at the end of January, becoming the 10,000th patient cured under China’s cataract blindness elimination project in the country.

In order to further advance the Health Silk Road, China has also established various partnership mechanisms with BRI countries, assisting in building medical facilities. According to the China-Africa Belt and Road Cooperation Development Report released on August 29, 2024, as of the end of June 2024, China had helped build over 130 hospitals and clinics in Africa, dispatched medical teams to 45 African countries, and established paired cooperation mechanisms with 46 African hospitals. In Laos, the China-aided upgrade project for Luang Prabang Hospital was completed and handed over in mid-August. China constructed new surgical and cardiovascular wards and will provide three years of technical assistance to improve local healthcare and medical rescue capabilities, aiming to make the hospital a central medical hub in northern Laos.

—Wells of Happiness Quench The Thirst of BRI Partner Countries’ People

In order to promote access to clean water in BRI partner countries, China has initiated projects to provide drinking water facilities in various regions. On July 22, the first well of the 300-well project aided by China in Zimbabwe successfully produced water,

① http://paper.ce.cn/pc/content/202408/27/content_300065.html

② <http://www.news.cn/photo/20240910/e5f0072735134587993753ecc3b6e624/c.html>

③ <http://www.news.cn/world/20240706/5cf1d23975994c96ba7fb93a76470bda/c.html>

④ <http://www.news.cn/20240531/a537fa86064042a1a23837b82dfb02cd/c.html>

⑤ <http://www.news.cn/world/20240425/125c589a38c34358847f12d952d74554/c.html>

bringing safe drinking water to local villagers. In 2024, Zimbabwe faced severe drought and food security challenges. To address this, China committed to drilling 300 wells in several provinces. Zimbabwe's Minister of National Housing and Social Amenities, Daniel Garwe, stated, "These wells will greatly alleviate the water crisis in four of the hardest-hit provinces, not only saving livestock and irrigating farmland but also laying a solid foundation for post-disaster recovery." Over the past decade, China has constructed 1,000 wells in Zimbabwe, providing water for domestic use and agricultural irrigation to approximately 400,000 people while also creating thousands of jobs.

China has been making further contributions to water supply for daily use and agricultural irrigation in 2024. In Kyrgyzstan, the first phase of China-aided irrigation system upgrades, covering three irrigation districts, was officially handed over. In Myanmar, the second phase of a rural water supply project in Naypyidaw was completed, significantly improving access to clean water for rural communities. In Sri Lanka, the China-constructed central canal project was completed in May, providing irrigation for nearly 400 hectares of farmland. Each well and every canal benefits millions of people, symbolizing the tangible cooperation and shared development between Belt and Road countries.

—The “Grass of Happiness” Continues to Drive Poverty Alleviation

In March 2024, China and the Fijian government co-hosted a “Pacific Island Countries Juncao Technology Training Workshop,” attracting dozens of participants from 11 Pacific nations, including Papua New Guinea, Tonga, the Cook Islands, Samoa, and Nauru. Professor Lin Zhanxi, the inventor of Juncao technology, personally trained the participants. Juncao technology, which was first introduced as an official aid project to Papua New Guinea in 2001, has since grown in global significance. By August 2024, approximately 350 international Juncao training sessions had been held, training more than 14,000 people.^① In Papua New Guinea, giant Juncao grass set a world record by yielding 854 tons of fresh grass per hectare annually. Prime Minister James Marape, during his meeting with Professor Lin in May, emphasized the critical role Juncao and upland rice projects have played in Papua New Guinea’s agriculture and poverty reduction efforts. The government plans to expand these projects further to more provinces. In Rwanda, the Juncao industry chain has supported over 50 businesses and cooperatives, benefiting more than 4,000 households and creating employment for more than 30,000 people. In Fiji, over 2,700 technicians have been trained in Juncao technology, directly benefiting over 3,000 households. To date, the Juncao project has taken root in more than 100 countries, showing great potential in poverty reduction, job creation, desertification control, and power generation, earning its reputation as the “Grass of Happiness” that benefits the world.^②

① <http://www.news.cn/politics/leaders/20240825/fa904ff239dc4846902b3814f06b24a2/c.html>

② <http://www.news.cn/world/20240802/6d09d74f660a470884459749086cb7e5/c.html>

Fact Box: “Small Yet Smart” Projects

At the third symposium on the BRI, President Xi Jinping emphasized that "small yet smart" projects should be prioritized in international cooperation.

For many years, the BRI has focused on tangible and impactful projects that enhance the sense of satisfaction and happiness among the people of BRI partner countries. These projects cover key areas such as infrastructure, healthcare, green ecology, agricultural cooperation, water conservation, forestry, poverty alleviation and humanitarian efforts, and education and training. Guided by the principles of practicality, public engagement, low cost, and sustainability, the BRI has deeply advanced the development of "small yet smart" projects. Notable examples, such as Juncao technology and Luban Workshops, have become flagship models, with strong demonstrating effects and broad applicability.

1.4 Deepening Mechanism Building and Prominent People-to-People Exchanges

—The International Cooperation Mechanism is Improving, and Multilateral Platform Development is Progressing Steadily

In line with the requirements of the Eight Major Steps, the Secretariat of the Belt and Road Forum for International Cooperation was officially inaugurated on May 11, marking the commencement of its operations. The Secretariat, located within China's Ministry of Foreign Affairs, is responsible for supporting the forum and coordinating related international cooperation efforts. Over the past year, solid progress has been made in developing multilateral cooperation platforms among BRI partner countries in various fields, such as energy, taxation, law, disaster reduction, anti-corruption, think tanks, and media, with continual new achievements.

Fact Box: Secretariat of the Belt and Road Forum for International Cooperation

In October 2023, President Xi Jinping announced the establishment of the Secretariat of the Belt and Road Forum for International Cooperation during the 3rd Belt and Road Forum for International Cooperation. Vice Minister of Foreign Affairs Ma Zhaoxu serves as the Secretary-General.

Take taxation, for example. Over 500 representatives from nearly 50 countries and re-

gions gathered in Hong Kong in September to attend the 5th Belt and Road Tax Administration Cooperation Forum. To facilitate trade and investment for the BRI partner countries, China initiated the Belt and Road Tax Administration Cooperation Mechanism in 2019, aiming to remove tax barriers and create a tax environment that fosters development. Under this mechanism, five Belt and Road Tax Academies have been established in Yangzhou, Beijing, Astana, Macau, and Riyadh, with a new campus added in Macau (Hengqin Campus) in 2024. At the forum, it was announced that the Belt and Road Tax Academy in Algiers had officially opened, becoming the sixth such institution. As of August 2024, the mechanism has trained around 6,000 tax and finance officials from over 120 countries and regions, building a bridge for improving tax governance and facilitating trade and economic exchanges.

Over the past year, various multilateral cooperation platforms, such as the Belt and Road Energy Partnership, the Belt and Road High-Level Conference on Intellectual Property, the Belt and Road International Think Tank Cooperation Committee, the Belt and Road Media Cooperation Alliance, and the Belt and Road International Cooperation Mechanism for Natural Disaster Prevention and Emergency Management, have been advancing the outcomes of the 3rd Belt and Road Forum for International Cooperation and the Eight Major Steps. These platforms have fostered international cooperation in specific fields, enhanced functional dialogues, and promoted “soft connectivity” between Belt and Road partner countries.

—Building a Clean Silk Road for Sustainable BRI Cooperation

At the Clean Silk Road Forum, held during the 3rd Belt and Road Forum for International Cooperation, Tsinghua University’s Academy for Clean Governance unveiled the Belt and Road Enterprise Integrity and Compliance Evaluation System. In June 2024, the Belt and Road Corporate Integrity and Compliance Evaluation Forum was held in Yiwu, Zhejiang Province. More than 400 representatives from the Chinese government, including the Central Commission for Discipline Inspection and the National Supervisory Commission, along with international organizations, businesses, and scholars, participated. The forum focused on building consensus around the integrity and compliance system to promote high-quality corporate development. Guo Yong, Director of Tsinghua University’s Academy for Clean Governance, highlighted that enterprises play a key role as a bridge in BRI cooperation, acting as key drivers in implementing various projects. He stressed that integrity was fundamental to the steady and sustainable development of the BRI, while corporate compliance was central to enhancing global competitiveness. Jaroslaw Pietrusiewicz, Secretary General of the International Anti-Corruption Academy, expressed strong support for China’s Clean Silk Road initiative and pledged the academy’s continued commitment to contributing to its implementation.

In August, the Belt and Road Integrity Construction Local Seminar between Yunnan, China, and Southeast Asian Countries was held in Kunming, exploring practical path-

ways for local exchanges and regional collaboration in anti-corruption efforts. In September, the Hong Kong Independent Commission Against Corruption (ICAC) hosted a nine-day “Anti-Corruption Governance Course for Large Infrastructure Projects,” attended by over 20 participants from anti-corruption agencies in more than ten BRI partner countries. The course focused on using technology to mitigate corruption risks and strengthen anti-corruption capabilities in large-scale infrastructure projects. To further enhance governmental cooperation, China has been actively promoting capacity building for the Clean Silk Road through various programs, including anti-corruption training sessions for BRI countries, international workshops on discipline inspection and supervision, and foreign aid training programs in the field of Clean Silk Road construction.

Fact Box: Beijing Initiative for the Clean Silk Road

The Beijing Initiative for the Clean Silk Road was jointly launched in April 2019 at the Clean Silk Road Sub-Forum during the Second Belt and Road Forum for International Cooperation. Representatives from China, BRI partner countries, international organizations, and business and academic sectors participated in the initiative's creation. The initiative calls for greater transparency in government information, proactive prevention and resolution of disputes in trade and investment, and enhanced cooperation in finance, taxation, intellectual property, and environmental protection. It aims to establish a stable, fair, and transparent framework for rules and governance within the Belt and Road Initiative. The Beijing Initiative also urges all parties to strengthen oversight of Belt and Road cooperation projects, regulate public resource transactions, and strictly adhere to relevant laws and regulations in project bidding, construction, and management to eliminate rent-seeking opportunities and foster a standardized and law-based business environment.

—Promoting Understanding Through People-to-People Exchanges, Fostering Mutual Learning Between Civilizations

The countries involved in the BRI have diverse historical and cultural backgrounds, with hundreds of languages and scripts in use. This diversity underscores the need for strengthening people-to-people exchanges and cultural interactions to promote mutual understanding and foster mutual learning between civilizations.

On December 3, 2023, the inaugural Liangzhu Forum was held in Hangzhou, China. President Xi Jinping sent a congratulatory letter to the forum, in which he emphasized that mutual respect, solidarity, and harmonious coexistence are the right path for the development of human civilization. He expressed hope that all parties would fully utilize the Liangzhu Forum as a platform to deepen civilizational dialogue with BRI

partner countries, implement the Global Civilization Initiative, enhance cultural exchanges, and promote the values of equality, mutual learning, dialogue, and inclusiveness. Doing so will encourage different civilizations to coexist harmoniously and achieve mutual success while fostering friendship and understanding among the peoples of various nations.

Fact Box: Liangzhu Forum

On October 18, 2023, during his keynote speech at the 3rd Belt and Road Forum for International Cooperation, President Xi Jinping announced that China would host the Liangzhu Forum to deepen civilizational dialogue with Belt and Road partner countries.

“The Liangzhu Site is a sacred place that proves the 5,000-year history of Chinese civilization,” stated significantly President Xi Jinping, then Secretary of the Zhejiang Provincial Party Committee, in July 2003.

In 2016, President Xi also gave important instructions regarding the application for the Liangzhu Ancient City to be recognized as a World Heritage Site. On July 6, 2019, the Liangzhu Ancient City was successfully inscribed on the World Heritage List.

The inaugural Liangzhu Forum, co-hosted by the Ministry of Culture and Tourism and the Zhejiang Provincial Government, took place in Hangzhou, Zhejiang Province, on December 3, 2023. Themed "Implementing the Global Civilization Initiative, Promoting Civilizational Exchanges and Mutual Learning," the forum brought together more than 300 guests from China and abroad.

Over the past year, in the spirit of promoting “coexistence in harmony and facilitate progress in one another” and “forging friendship and closer bonds with other peoples,” a series of cultural exchange events were held as outcomes of the 3rd Belt and Road Forum for International Cooperation. These events included the Belt and Road Media Cooperation Forum, the Belt and Road Publishing Cooperation Forum for BRI Partner Countries, the 11th Silk Road International Film Festival, the 9th China-Mongolia-Russia Tea Road City Cooperation Conference, and the 2024 Belt and Road Youth Creativity and Heritage Forum. In June, the Silk Road Tourism City Alliance held the “Silk Road Dialogue” in Istanbul, Turkey, marking the first time the alliance hosted an event outside of China. By the end of June, 63 renowned tourist cities from 28 countries had joined the coalition.

The convenience brought by connectivity and the enthusiasm generated through cultural exchanges have made two-way tourism along the Belt and Road increasingly popular. In May, China’s southwestern Guizhou Province launched its first cross-border tourism train, allowing over 200 tourists to travel directly from Guiyang to Vientiane,

Laos, via the China-Laos Railway. Meanwhile, in neighboring Yunnan Province, a large number of Vietnamese tourists have been entering China by high-speed trains. By mid-August, more than 700 Vietnamese tour groups, with over 12,000 visitors, had entered China through the Hekou border, setting a new record. At the Horgos port of entry, due to it being the “Kazakhstan Tourism Year” in China and the signing of a mutual visa exemption agreement between China and Kazakhstan, the enthusiasm for tourism in the public surged. As of late August 2024, the number of people crossing the Horgos border had reached 810,000, an increase of 118% year-on-year.

Fact Box: International Tourism Alliance of Silk Road Cities

The International Tourism Alliance of Silk Road Cities was established in September 2023, jointly initiated by the China Cultural and Tourism Exchange Center of the Ministry of Culture and Tourism, along with well-known domestic and international tourist cities. Guided by the spirit of the Silk Road and based on the principles of consultation, collaboration, and shared benefits, the alliance aims to establish a long-term cooperation mechanism for tourism exchange and collaboration among cities, including those along the Silk Road. The alliance plans to promote the sustainable development of tourism in its member cities through a series of thematic activities, such as international forums, joint promotional efforts, and industry matchmaking. As of June 2024, sixty-three renowned tourist cities from 28 countries, including China and others across Asia, Europe, Africa, and the Americas, have joined the alliance.

To further facilitate foreign nationals’ travel to China, in 2024, the Chinese government introduced a 72-hour or 144-hour visa-free transit policy for citizens of certain countries, including over 20 BRI partner countries. This policy has significantly increased the number of tourists visiting China. On the other hand, BRI countries are also working to attract more Chinese tourists. In September, Sherif Fathy, Egypt’s Minister of Tourism and Antiquities, stated that Egypt currently attracts about 200,000 Chinese tourists annually and will take further steps to increase this number, promoting bilateral tourism cooperation. According to the China-Africa Belt and Road Cooperation Development Report, China has signed bilateral tourism cooperation agreements with 31 African countries and designated 34 African nations as approved destinations for Chinese tour groups. With these reciprocal efforts, tourism cooperation between China and Belt and Road partner countries is reaching new heights.

Chapter Two

The Eight Major Steps Create New Opportunities for High-Quality BRI Cooperation

As the world undergoes profound changes unseen in a century, with global political, economic, and social environments evolving rapidly and global economic governance being restructured, the introduction and implementation of the Eight Initiatives align with the common pursuit of development, growth, and shared prosperity among Belt and Road partner countries. These initiatives bring new historical opportunities for the high-quality development of the Belt and Road Initiative (BRI). In its second decade, the BRI is expected to achieve higher levels of cooperation, greater investment returns, improved quality of supply, and enhanced development resilience. The BRI has the potential to become a cornerstone for building an open world economy, a driving force for collective development, and an accelerator for global modernization.

2.1 Promoting Development on a Broader Scale: A Ballast for Building an Open World Economy

In today's world, the trend of "anti-globalization" is rising, with unilateralism, trade protectionism, and hegemonism gaining ground. Certain countries have taken unilateral, aggressive actions, using the banner of "economic security" to promote "decoupling" and "de-risking," erecting unreasonable barriers and standards, attempting to disrupt international production and supply chains, and creating exclusive trade blocs and cooperation frameworks. These actions have intensified instability within the global financial and monetary systems, undermined the multilateral trading system, and increased financial risks. As a result, international trade and investment cooperation have become more difficult, and the global trade landscape is showing signs of fragmentation.

In the face of these challenges, the international community urgently needs a ballast to support an open world economy.

—BRI Cooperation Embodies an Inherent Spirit of Openness, Aligned with the Global Trend of Inclusive Economic Globalization

As the saying goes, "Those who share the same vision will not be divided by mountains or seas." The BRI started with the goal of improving connectivity, and over the past decade, it has grown from nothing to a comprehensive network, achieving historic development. Today, more than three-quarters of the world's countries and major international organizations have joined the circle of friends of the BRI co-

operation. Both in theory and practice, the BRI carries an inherent spirit of openness.

The BRI cooperation has consistently upheld the Silk Road spirit of peace and cooperation, openness and inclusiveness, mutual learning, and mutual benefit. It follows the principles of consultation, collaboration, and shared benefits, promoting cooperation through openness and ensuring mutual success through joint efforts. The BRI has actively pursued a path of cooperation that avoids protectionism, exclusive arrangements, or high barriers. Despite the rising tide of anti-globalization in today's world, the broader trend of inclusive economic globalization remains unchanged. Most countries continue to prioritize development, work to boost their economies, and safeguard global supply chains. Peace, development, cooperation, and win-win outcomes remain the shared aspirations of the international community. As both a participant and beneficiary of economic globalization, China is committed to promoting high-level openness and maintaining the direction of economic globalization. China stands firmly in favor of free trade and genuine multilateralism, working to build an open world economy. Within the framework of the BRI, the prospects for countries to expand openness and strengthen cooperation are broad and promising.

—The BRI Cooperation Effectively Connects with the Global Economy Across Multiple Levels and Sectors

Driven by the Eight Major Steps, the BRI enhances “soft connectivity” in terms of regulatory standards, aligning with international high-standard trade and economic rules, and actively promoting high-level openness in cross-border services, trade, and investment. It encourages deeper participation from more countries and regions, forming a collective force for development through bilateral, multilateral, and third-party market cooperation.

At regional and multilateral levels, the BRI cooperation aligns effectively with global frameworks such as the United Nations 2030 Agenda for Sustainable Development, the ASEAN Connectivity Master Plan 2025, the ASEAN Outlook on the Indo-Pacific, the African Union's Agenda 2063, and the European Union's Eurasian Connectivity Strategy, supporting regional integration and contributing to global development.

At the bilateral level, the BRI aligns with numerous national strategies, such as Russia's Eurasian Economic Union, Kazakhstan's “Bright Road” new economic policy, Turkmenistan's “Revival of the Great Silk Road” strategy, Mongolia's “Development Road” initiative, Indonesia's “Global Maritime Fulcrum” concept, the Philippines' “Build, Build, Build” program, Vietnam's “Two Corridors and One Belt” initiative, South Africa's “Economic Reconstruction and Recovery Plan,” Egypt's Suez Canal Corridor Development Project, and Saudi Arabia's “Vision 2030.” These alignments strongly support the economic and social development processes of the BRI partner countries.

2.2 Expanding Growth in Broader Sectors as an Engine for Joint Development

The global economic recovery remains weak, with external economic challenges persisting. The delayed effects of the COVID-19 pandemic and the spillover impacts of geopolitical conflicts have placed some countries in economic hardship. In contrast, others face crises of poverty and potential regression in poverty alleviation. Many nations now urgently require new, sustainable drivers of growth.

—Cultivating New Growth Points through New-Quality Productivity

The BRI aligns with the general trends of global economic, technological, industrial, and social development, actively engaging in cooperation in emerging fields such as health, green development, innovation, and the digital economy to foster new growth points for collaboration. In the face of the ongoing technological revolution, China is developing new types of productivity that suit local conditions. This approach aims to support partner countries in jointly pursuing innovation-driven growth. The initiative enhances innovation in areas such as the digital economy, artificial intelligence, new energy, and new materials. It promotes the full-scale, all-encompassing, and entire value-chain transformation of traditional manufacturing through modern digital technologies, the internet, and artificial intelligence. By nurturing the development of emerging and future industries, the BRI drives the deep transformation and upgrading of traditional industries. It accelerates the integration of digital technology with the real economy. It also fosters the deep coupling of digital technology and data elements, accelerates the creation of new business models and industries in the digital space, shares technological innovation achievements, deepens cooperation in digital governance, and establishes new hubs for science and technology innovation cooperation along the Belt and Road.

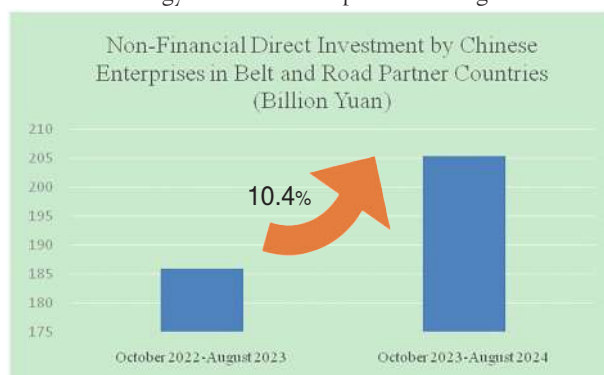


Figure 4: Growth in Non-Financial Direct Investment by Chinese Enterprises in Belt and Road Partner Countries Since the Introduction of the Eight Initiatives (Source: Ministry of Commerce)

—BRI Unleashes Potential in Partner Countries, Supporting Long-Term Stable Growth

The BRI plays a key role in unlocking the existing potential of partner countries by effectively mobilizing various productive resources and turning natural advantages into tangible economic gains. The World Bank predicts that the BRI could reduce transportation time along economic corridors and international routes by nearly one-eighth, potentially boosting global trade by more than 6%. Data from Thailand's Ministry of Rail Transport indicates that once the China-Laos-Thailand Railway is fully operational, freight transportation costs are expected to decrease by 30% to 50% within three to five years. Such cost reductions will lead to more effective natural resource development, more efficient use of human resources, faster economic activity, and improved exchange of production outcomes.

Driven by domestic and international market demand, the BRI is transitioning from its initial “pillar and beam” phase to one of steady development. Currently, internal trade among BRI partner countries accounts for over 30% of total trade, with intermediate goods comprising more than 60%, indicating the formation of closer industrial and supply chain relationships. On this foundation, the initiative will provide strong support for the long-term, stable growth of partner countries as long as the various BRI initiatives continue to be steadily implemented and economic stability within the BRI framework is maintained.

2.3 Deepen Shared Prosperity to Accelerate Global Modernization

Due to the current global political and economic landscape, some countries lack the internal momentum needed for economic development and transformation, leading to issues such as political polarization, growing income inequality, social divisions, and a rise in populism. Developing countries face the pressing challenge of achieving modernization, while developed countries are confronted with maintaining their modernization achievements and sustaining their level of economic and social modernization.

China is now advancing its goal of national rejuvenation through the Chinese path to modernization. It is not a modernization that China seeks to achieve in isolation, but rather one that aims for joint modernization with other developing countries and the world at large. The ultimate goal of China's modernization is to improve the lives of its 1.4 billion people. For BRI partner countries, this represents access to a vast market and unprecedented cooperation opportunities, injecting powerful momentum into global modernization efforts.

—Promoting Peaceful Modernization Through High-Quality BRI Cooperation

President Xi Jinping has emphasized that the BRI adheres to the principles of con-

sultation, collaboration, and shared benefits. It is not a unilateral endeavor but a shared responsibility where all parties benefit equally. Consultation promotes multilateralism, encouraging collective decision-making that takes into account the interests and concerns of all involved parties, incorporating wisdom and creativity from all sides. Over the past decade, the BRI countries have embraced dialogue over confrontation and cooperation over conflict, resolving issues through diplomacy rather than violence and rejecting hegemonic and coercive thinking. Rather than a solo performance, the BRI countries have collectively played a symphony of cooperation. In the future, the BRI will continue to strengthen cooperation platforms and mechanisms, deepen dialogue and consultation across various sectors, and make “people-to-people connectivity” a fundamental pillar of high-quality Belt and Road development. The peaceful approach to achieving global modernization will continue to be widely supported and welcomed by countries around the world.

—Promoting Modernization for Shared Prosperity Through High-Quality BRI Cooperation

The BRI’s original aspirations are to achieve joint development for partner countries, improving the lives of their people. Without shared growth and prosperity, true global peace and stability cannot be achieved, and the results of global modernization will be difficult to sustain. In the face of widening global gaps between the Global North and South, increasing challenges for developing countries to catch up, and worsening income inequality within nations, the BRI offers a realistic path to modernization for developing nations. The BRI reflects China’s deep understanding and unique perspective on modernization, encompassing not only material improvements but also comprehensive social progress. It adheres to a people-centered approach to development, focusing on poverty alleviation, job creation, and improving livelihoods, ensuring that the benefits of the BRI reach all people and contribute to the local economy and society. Projects that are “small yet smart”—those that directly improve the well-being of local populations—help reduce income inequality, bridge the North-South divide, and align with the sincere aspirations of people worldwide for a better life. These projects form a key foundation of support and opportunity for the high-quality development of the BRI cooperation.

Chapter Three

Advancing the Eight Major Steps and Embarking on a New Journey for High-Quality BRI Cooperation

The Eight Major Steps encompass various areas, such as infrastructure connectivity, development model transformation, innovation in cooperation mechanisms, and international exchanges and training. They are a concentrated reflection of the high-quality practices and achievements of the BRI cooperation over the years and serve as a roadmap and timetable for the next phase of higher-quality and more advanced development. In order to push forward the high-quality implementation of the Eight Major Steps, we must continue to follow the guiding principles of consultation, collaboration, and shared benefits; openness, green development, and integrity; and a focus on high standards, improving livelihoods, and sustainability. Doing so will require consolidating practical cooperation, fostering innovation-driven growth, strengthening risk management, and improving systems and mechanisms to promote “hard connectivity,” “soft connectivity,” and “people-to-people connectivity” between nations. Together, we can create a more open, inclusive, peaceful, and mutually beneficial future.

3.1 Strengthening the Foundations of Cooperation to Build a More Resilient Connectivity Network

Looking ahead to the Eight Major Steps, BRI partner countries, regions, and international organizations must continue to enhance strategic alignment, deepen practical cooperation, and refine the integrated land-sea-air-space connectivity network to build a more resilient and multidimensional connectivity system. At the same time, it is essential to translate policy consensus into tangible outcomes that benefit people’s livelihoods. Such an endeavor requires identifying priority areas for cooperation, detailing specific action plans, and drafting a list of key cooperation projects to establish a virtuous cycle of interaction.

—Coordinating the Development of Flagship Projects for Smoother and More Efficient Connectivity

Infrastructure connectivity remains central to the Eight Major Steps. Advancing it requires not only optimizing existing resources but also expanding new development opportunities. A coordinated effort is needed to develop flagship projects that will establish an integrated, intelligent, and modern multidimensional connectivity network. Data

from Pakistan^① indicates that by 2030, the China-Pakistan Economic Corridor (CPEC) is expected to boost Pakistan's economic growth by 2.5 percentage points and create 2.3 million jobs. According to estimates from Uzbekistan,^② the China-Kyrgyzstan-Uzbekistan (CKU) Railway, once completed, will handle 15 million tons of freight annually and reduce transportation times by seven days. Peru's Ministry of Agricultural Development and Irrigation predicts that once the Chancay Port is operational, the time for Peruvian agricultural products to reach Asia will decrease from 28 days to 16 days, with shipping costs expected to drop by 30%, significantly expanding agricultural trade.^③ Additionally, the Tanzania-Zambia Railway Authority estimates that following the full implementation of the Memorandum of Understanding on Revitalizing the Tanzania-Zambia Railway signed by China, Tanzania, and Zambia, the railway's capacity will increase significantly, with annual freight volume rising from the current 500,000 tons to approximately 2 million tons.^④ The advancement of these flagship projects will not only generate growth but also drive development and yield long-term economic and social benefits.

—Enhancing the Quality of “Small Yet Smart” Projects to Deepen Strategic Alignment and Win-Win Cooperation

The BRI is centered on improving people's well-being. Projects that are “small yet smart” and directly impact regional livelihoods and overall welfare are key priorities under the Eight Major Steps. According to World Bank estimates,^⑤ by 2030, the BRI could lift 7.6 million people out of extreme poverty and 32 million people out of moderate poverty in BRI participant countries.

As the BRI increasingly focuses on areas such as healthcare, agricultural production, food security, water resource cooperation, clean energy, ecological protection, and education and training, a series of “small yet smart” demonstration projects—characterized by low investment, quick returns, and strong economic, social, and environmental benefits—is expected to accelerate in formation. These projects will generate more grassroots-level, people-centered cooperation outcomes. Take vocational education, for example. During the launch ceremony of the track construction for Malaysia's East Coast Rail Link at the end of 2023, a flagship project of high-quality BRI cooperation

① <https://www.radio.gov.pk/25-11-2020/cpec-is-win-win-project-of-china-pakistan-economic-cooperation-shibli>

② Congratulatory Message by Uzbekistan President Shavkat Mirziyoyev at the Signing of the China-Kyrgyzstan-Uzbekistan Railway Project Trilateral Government Agreement on June 6, 2024 https://uza.uz/en/posts/presidents-message-to-the-participants-in-the-signing-ceremony-of-the-agreement-on-the-construction-of-the-china-kyrgyzstan-uzbekistan-railway_605632

③ <https://agraria.pe/noticias/peru-se-prepara-a-exportar-fruta-congelada-a-china-36385>

④ <https://www.tazarasite.com/successful-signing-mou-concession-tazara>

⑤ The World Bank's June 2019 report, *Belt and Road Economics: Opportunities and Risks of Transport Corridors*.

between China and Malaysia, the China-Malaysia Railway Modern Craftsman Academy, jointly established by Chinese and Malaysian universities, was inaugurated. By the end of 2026, the academy is expected to enroll 50 students in degree programs, offer vocational skills training to 100 participants, and cultivate a core teaching staff of 60.^① In the future, vocational education projects linked to major flagship projects like this will have significant room for expansion. The individuals trained through such programs will not only meet the needs of specific projects but will also contribute to the long-term development of the local workforce in partner countries.

3.2 Expanding Innovation and Unlocking Potential in New Areas of Cooperation

Looking ahead, the Eight Major Steps aim to foster the development of new productivity by focusing on green and digital growth while further expanding cooperation in emerging fields. In addition, they will continue to promote institutional openness, leveraging the advantages of new cooperation models and exploring the potential for trilateral and multilateral market cooperation.

—Creating New Hubs for Innovation Cooperation and Advancing New-Quality Productivity

Innovation serves as the core driving force behind the Eight Major Steps. Since the launch of the Belt and Road Science, Technology, and Innovation Action Plan in 2017, joint laboratories have become a crucial means of promoting technological innovation and cooperation. To date, China has established 53 Belt and Road joint laboratories with BRI partner countries, spanning key sectors such as agriculture, healthcare, information technology, new energy, and basic research. Over the next five years, China aims to expand this network to 100 joint laboratories,^② further empowering industrial and technological advancements in partner countries and enhancing their capacity for innovative development.

Building the Digital Silk Road is a key pathway to advancing innovation cooperation under the Eight Major Steps. As the systematic and multidimensional framework of the “six corridors, six routes, multiple countries, multiple ports” becomes more refined, upgrading traditional infrastructure—such as ports, railways, highways, airports, energy, and water resources—through digital transformation will enhance the operational efficiency of economic corridors and international routes. This digital upgrade involves utilizing technologies like big data, cloud computing, the Internet of Things, and artificial intelligence for intelligent management and operation. For example, in the case of digi-

① China-Malaysia Universities Jointly Establish Railway Craftsman Academy to Support Talent Development for the East Coast Rail Link

<https://www.gx.chinanews.com.cn/kjwt/2023-12-12/detail-ihevqvfu6721482.shtml>

② <https://www.ceweekly.cn/cewsel/2024/0913/455206.html>

tal logistics cooperation between Vietnam and China, Nguyen Xuan Hung, Vice President of the Hanoi Logistics Association, pointed out that in recent years, Vietnamese and Chinese companies have mainly cooperated in the warehousing and distribution stages of digital logistics. However, in the cross-border logistics sector, Vietnamese and Chinese companies are unable to fully track the stages of cargo in real time after it enters the destination country. There remains significant potential for further development in cross-border logistics digital cooperation.

—Unlocking Practical Cooperation Potential and Building Open Platforms Together

Openness is a key pillar of the Eight Major Steps. In order to advance these initiatives, efforts must focus on enhancing cooperation efficiency by deepening alignment in regulations, standards, and oversight among countries. Various forms of collaboration—such as public-private partnerships (PPP), bilateral cooperation, third-party market cooperation, and multilateral cooperation—should be encouraged, allowing more countries, businesses, and institutions to participate deeply and jointly in promoting the development of an open world economy.

Cross-border e-commerce, as a frontier of open cooperation, is strongly driving innovation in global trade. From the broader perspective of Belt and Road cooperation, this sector can effectively leverage the advantages of connectivity, industrial development, and an open economy. Promoting international cooperation in green finance will also be a key focus for achieving high-level openness within the Eight Initiatives. According to the latest United Nations estimates,^① the annual financing gap for developing countries to achieve the Sustainable Development Goals (SDGs) by 2030 ranges between \$2.5 trillion and \$4 trillion. Establishing green financial systems in developing countries and emerging economies is crucial. The Capacity-building Alliance of Sustainable Investment (CASI), co-founded by China and multiple institutions, was officially launched at the end of 2023. It is expected to provide sustainable finance capacity-building services to 100,000 participants from developing countries by 2030.^②

3.3 Mitigating Risks and Laying a Solid Foundation for Long-Term Stability

Looking ahead, the successful implementation of the Eight Major Steps will require deepening solidarity and cooperation to jointly address external risks and build stronger internal consensus among BRI partner countries. At the same time, it is crucial to enhance the risk awareness of enterprises, guided by the principles of “enterprise-led, market-driven, government-guided, and internationally rules-based.” Efforts must con-

① 2024 Financing for Sustainable Development Report, P16
<https://sdg.iisd.org/news/annual-sdg-financing-gaps-measured-in-trillions-fsdr-2024/>

② https://www.financialnews.com.cn/cj/sc/202312/t20231207_283686.html

tinue to optimize the business environment along the Clean Silk Road and improve security measures for both projects and personnel.

—Cooperating to Address External Risks and Challenges

The essence of the Eight Major Steps lies in win-win cooperation. In the context of major changes unseen in a century, strengthening unity and resilience, along with collaborative development efforts, is fundamental to advancing the implementation of the steps. In addition to the political and economic risks mentioned in Chapter Two, the BRI must also remain vigilant against systemic negative propaganda promoted by certain countries. The propaganda includes false narratives that label the BRI as a “debt trap,” “neo-colonialism,” or a form of “systemic export,” which aims to undermine and tarnish the initiative’s image. Such negative campaigns can erode existing achievements, hinder project progress, and create a toxic political and social atmosphere in partner countries. A report published in April 2023 by Bruegel, a European think tank, indicated that, while the BRI’s international image is largely positive, it is not immune to negative noise, much of which is driven by specific interest groups. In response to these challenges, BRI partner countries should collaborate in addressing external risks, particularly in countering smear campaigns against the BRI. Strengthening internal consensus and delivering timely, effective responses to these attacks is essential. As Mladen Ivanić, former President of Bosnia and Herzegovina, pointed out, there are many misconceptions in Western countries about the true nature of the BRI, and it is necessary to correct and eliminate these biases.^①

—Strengthening Risk Management for Key Stakeholders

Key stakeholders play a crucial role in implementing the Eight Major Steps. As part of advancing the initiatives, it is essential to encourage these stakeholders to enhance their awareness of safety and incorporate political, economic, and cultural risks into their project planning. Analysis shows that international Belt and Road infrastructure projects are increasingly moving up the value chain, with the “investment, construction, and operation integration” model being explored. This shift places new demands on corporate management and risk control capabilities, requiring that projects meet legal and compliance standards, demonstrate financial reliability, ensure environmental sustainability, and provide social benefits. In practice, large enterprises, particularly in the energy sector, have already recognized that adhering to international market rules

① Speech by Mladen Ivanić, Former President of Bosnia and Herzegovina and Member of the Board of Directors of the Nizami Ganjavi International Center, at the Think Tank Exchange Forum of the Third Belt and Road Forum for International Cooperation, October 18, 2023.
https://www.brsn.net/spjj/gjfi/detail/20231214/19435555_%E5%A7%86%E6%8B%89%E7%99%BB%C2%B7%E4%BC%8A%E4%B8%87%E5%B0%BC%E5%A5%87.html

and local laws in project decision-making and operations is critical to ensuring the long-term sustainability of Belt and Road cooperation projects.^①

3.4 Improving Cooperation Mechanisms to Ensure the Effective Implementation of the Eight Major Steps

Improving cooperation mechanisms is essential to ensuring the successful implementation of the Eight Major Steps. Advancing these initiatives requires continued efforts to strengthen multidimensional connectivity mechanisms, deepen trade and investment cooperation mechanisms, solidify people-to-people connectivity mechanisms, refine green development mechanisms, and improve consultation and coordination mechanisms.

Strengthening multidimensional connectivity mechanisms involves further integrating transportation, energy, and information networks with industrial development. Economic corridors, built on existing foundations, should lead the way, supported by major transportation routes and digital highways, with railways, highways, airports, ports, and pipelines serving as the backbone. The aim is to enhance the quality and efficiency of these systems.

Deepening trade and investment cooperation mechanisms means exploring ways to deepen free trade zone development and optimize investment environments, fostering closer ties within industrial and supply chains.

Solidifying people-to-people connectivity mechanisms focuses on giving more attention to the “soft power” of the Belt and Road Initiative by promoting cultural, tourism, education, and grassroots interactions, creating a comprehensive framework for people-to-people exchanges along the BRI.

Refining green development mechanisms entails reinforcing the foundations of green mechanisms, supporting green investment and financing projects, and enhancing international cooperation on natural disaster prevention and emergency management to ensure that the BRI maintains its focus on sustainability.

Improving consultation and coordination mechanisms requires accelerating the establishment and enhancement of cooperation coordination systems for the BRI, which involves strengthening the functionality of existing BRI platforms, continuously assessing cooperation results, and promptly addressing challenges that arise during collaboration.

① Speech by Yu Guo, Executive Director of the Economics and Technology Research Institute of China National Petroleum Corporation, at the Plenary Session of the Belt and Road International Think Tank Cooperation Committee, October 17, 2023.

https://www.brsn.net/spjj/gjfr/detail/20231221/19435622_%E4%BD%99%E5%9B%BD.html

Conclusion

In his speech at the opening ceremony of the 3rd Belt and Road Forum for International Cooperation, Chinese President Xi Jinping emphasized that the original aspiration of the BRI is to draw inspiration from the ancient Silk Road, with connectivity at its core. The aim is to strengthen policy coordination, infrastructure connectivity, unimpeded trade, financial integration, and closer people-to-people ties with all countries. BRI will inject new momentum into global economic growth, create new opportunities for global development, and establish a new platform for international economic cooperation. The Eight Major Steps are a concrete manifestation of China's commitment to supporting high-quality Belt and Road cooperation in this new phase, reflecting the world's aspirations for peace, development, and cultural exchange.

The BRI cooperation originated in China, but its fruits and opportunities belong to the world. Over the past year, the significant achievements of the Eight Major Steps have laid a solid foundation for the second decade of the BRI. As they look ahead, partner countries are expected to continue working together to uphold the Silk Road spirit of “peace and cooperation, openness and inclusiveness, mutual learning, and mutual benefit.” By deepening international cooperation under the BRI and further advancing the Eight Major Steps, we can foster higher-quality and more advanced development, promote the modernization of countries worldwide, and jointly contribute to building a community with a shared future for humanity!

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