

Islamabad's Informal



**CHINA  
STUDY CIRCLE**



Ninth Session

# AGENDA

- 1- Networking of Participants and special guests of the session**
- 2-Monthly Update on CPEC and OBOR: Projects, Perceptions, Periodicals/Literature**
- 3-Selected Item of the Fundamentals to Study China**
- 4-Formal and Informal Discussion Period**



# OBOR

**Monthly News and  
Publication Update**



# Chinese High-Speed Rail in Southeast Asia

**Fast-tracking China's regional rise? (18<sup>th</sup> September) By  
Agatha Kratz and Dr. Dragan Pavlićević**

**As a component of China's BRI, Beijing's high-speed rail (HSR) diplomacy illustrates both China's ambition and the challenges it faces.**

- Economic Challenges**
- Security Challenges**

*What kind and how much of a threat, if any, does China's HSR diplomacy entail for host countries and the region?*

recent study, based on extensive research and close to fifty interviews with stakeholders, weighs this question against available evidence and shows that while some concerns are indeed warranted, a majority of these fears are misinformed.

Published in Journal –The Pacific Review

**Source:** <https://reconnectingasia.csis.org/analysis/entries/chinese-high-speed-rail-southeast-asia/>

# Caspian Sea is China's best bet for Belt and Road (14<sup>th</sup> September )

**Kazakhstan-to-Greece route aligns Beijing's land and maritime strategies**

More attention on Northern Rail routes

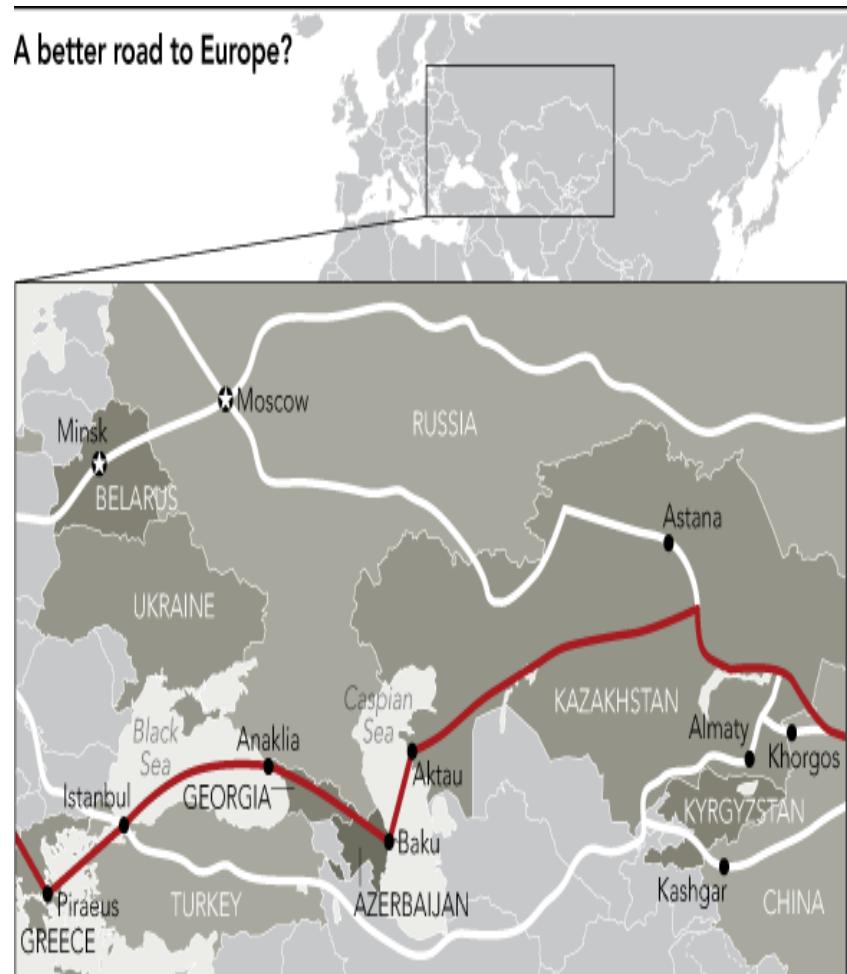
But policymakers in Beijing have long dreamt of an alternative that would more closely align China's land and maritime trade strategies. They may have found it in the route from **Piraeus, Greece, to Khorgos, on Kazakhstan's border with China**

Of all the potential Belt and Road corridors between the European Union and China with a land component, **Piraeus to Khorgos** involves the smallest land element, passing through only three intermediate countries - **- Georgia, Azerbaijan and Kazakhstan..**

**Source Link: Asian Review** <https://asia.nikkei.com/Viewpoints/Tristan-Kenderdine/Caspian-Sea-is-China-s-best-bet-for-Belt-and-Road?page=1>

This is the smallest number for any proposed land bridge between the EU and China that also avoids Russia. *But the route depends on cross-Caspian Sea ferry logistics and better rail links across the Caucasus.*

**Author:** *Tristan Kenderdine is research director at the consultancy Future Risk and a PhD candidate at Australian National University's Crawford School of Public Policy.*



Sources: China National Development and Reform Commission, Future Risk

**Source Link Asian Review** <https://asia.nikkei.com/Viewpoints/Tristan-Kenderdine/Caspian-Sea-is-China-s-best-bet-for-Belt-and-Road?page=1>

## Xi digs in for the long haul (28<sup>th</sup> September)

China's leader is set to take his power to new heights at the party congress

Xi Jinping will enter the Chinese Communist Party's national congress in Beijing on Oct. 18 as the country's most powerful leader in decades. When it is over, he hopes to emerge as the Mao Zedong of the 21st century.

**Link to Visual Data:**

<https://asia.nikkei.com/static/vdata/china2017/newsgraphics/chinese-communist-party-leaders/index.html>

**Source:** <https://asia.nikkei.com/magazine/20170928/On-the-Cover/Xi-digs-in-for-the-long-haul>





## Energy and Maritime Investment Conference organized by research company IHS Markit

**China will be among the biggest factors that shape the future of the energy and maritime sector in the next five to 10 years, according to panelists**

China's increasing investment in regional ports, which could change the landscape of shipping hubs in the region.

***a more "holistic" approach in port development***

**Panelists had split views on whether China's development in regional ports could hinder Singapore's status as a trans-shipment hub.**

**Johnson Chng, partner and managing director of Silk Road Finance Corporation**, which provides investment funds for Belt and Road infrastructure projects, said he is "quite fearful" of how Singapore's port operator will develop in the next five to 15 years.

**Source Link** <https://asia.nikkei.com/Politics-Economy/Economy/China-to-be-biggest-driver-of-change-in-energy-maritime-sector>

## Asia's competing visions by Jonathan Hillman and Matthew p. Goodman Global Economics Monthly volume vi | issue 9 |September 2017

Focus on all competing visions in reaction to BRI

**China has stolen the spotlight, but other regional powers are not standing still. Japan, India, and the European Union are central to the region's future, and they are advancing their own visions for connectivity. Even some of the countries most active in China's BRI are still hedging their bets. If the region remains the world's "decisive geopolitical chessboard," as the late Zbigniew Brzezinski wrote, it is a match with many players and no pawns**

Source Link <https://csis-prod.s3.amazonaws.com/s3fs-public/publication/Global%20Economics%20Monthly%2C%20Volume%206%2C%20Issue%209%2C%20September%202017%20.pdf?k2IJD7e.ULrEE4vTbjSa02oiemVsgRrT>

## Will Asia-Africa Growth Corridor be India's Answer to China's One Belt, One Road?

The Japanese Prime Minister is expected to commit up to USD 200 million on the AAGC. Already analysts are comparing the growth corridor to China's ambitious One Belt One Road.

This a US\$40 billion initiative, with Japan likely to contribute \$30 billion and India \$10 billion over the next several years to build connectivity between Asia and Africa

Article: *Shyam Saran* is a former foreign secretary, senior fellow CPR and the author of *How India Sees the World*

Source: <http://www.hindustantimes.com/analysis/shinzo-abe-visit-india-japan-ties-have-transformed-in-the-past-three-years/story-kGmnwYhUu69huzjdnk9JFO.html>



## Is China both a source and hub for international students? (26<sup>th</sup> September)

Decades of economic development have enabled China's leaders to modernize the country's education and transformed China into a hub for international students.

*Pakistan at 4<sup>th</sup> number- in category of longer than 6 months*

This interactive explores the flow of international students in China by their country of origin. Students are divided by their term length. Short-term students remain in China for six months or less. Long-term students are enrolled in programs lasting longer than six months.

*No. 1 at SOURCE of international Student.*

Source Link <https://chinapower.csis.org/china-international-students/>  
<https://chinapower.csis.org/china-belt-and-road-initiative/>

# REPORT: Chinese Influence on Global Infrastructure (6<sup>th</sup> Sep)

This report outlines and analyzes all infrastructure projects around the world in which Chinese companies – including owners, financers, and contractors – are involved.

**Details of each region's involvement of Chinese companies, and ranking of the leading Chinese contractors in each region.**

Analysis of the One Belt, One Road (OBOR) initiative, and progress on projects encompassed by the initiative.

Listing of major projects taking place in each region with Chinese involvement and an update on their progress.

**The Infrastructure Intelligence Center (IIC) is currently tracking 111 large-scale OBOR infrastructure projects with a combined total value of US\$688 billion.**

Source Link: <http://markets.businessinsider.com/news/stocks/Chinese-Influence-on-Global-Infrastructure-1002347058>

# China's audacious infrastructure plans could put a major strain on African economies (7<sup>th</sup> September)

**From Africa's point of view, OBOR presents a mixture of challenges and opportunities.**

Over-investing in physical infrastructure without establishing corresponding governmental institutions can lead to economic fragility.

OBOR investments will bring much needed capital to the continent, yet they must be carefully supervised. Under performing infrastructure projects, slumping commodity prices, and rising debt levels are a recipe for crisis. The situation will be further complicated by China's own uncertain economic prospects. If the OBOR gamble fails, China could take Africa down with it.

**AUTHOR: Ricardo Reboredo**

**Source Link:** <https://qz.com/1071508/chinas-one-belt-one-road-plan-could-put-strain-on-african-economies/>

# China tries hard to transcend most multi-regional conflicts through OBOR (22<sup>nd</sup> September)

*Regardless of the multi-regional conflicts that punctuated China's diplomacy, OBOR has opened up doors of renegotiations and interactions.*

Given Trump's "America First agenda" and UK's Brexit, OBOR may be the next best thing left for some ASEAN nations.

## ***Regional concerns – South China Sea (SCS) and ASEAN***

OBOR is part of China's ambition, and it is undoubtedly a high-stake commercial project that requires participating nations long-term buy-in. While it has created opportunities for renegotiations and interactions, it still lacks the persuasive power for some nations to cover its eyes on China's misbehaviours. For countries that signed up, the bilateral relations forged cannot afford to go sour until the project's slated completion in 2025.

**Source Link:** <https://www.aseantoday.com/2017/09/china-tries-hard-to-transcend-most-multi-regional-conflicts-through-obor/>

# One Belt, One Road? China opens highway in Tibet linking Nepal border

China has opened a strategic highway in Tibet linking Nepal which experts said will forge a route to South Asia, China's state-run Global Times reported.

The road links the city's ring road with the G318 highway from Shanghai to Zhangmu on the Nepal border, the report said.

According to a World Bank body, Nepal imported goods worth \$6.6 billion in 2015 and exported goods worth \$660 million, China's intends to increase its trade relations with the Himalayan kingdom to cut India's influence.

**Source Link:** <http://www.wionews.com/south-asia/china-opens-dual-use-highway-in-tibet-linking-to-nepal-border-20362>

## China as a leading economic power: Could China stabilise the global economic system in times of crisis?

Published in august 2017 by The Finnish Institute of International Affairs

This Working Paper ponders *whether China could exercise a role in global economic governance in the foreseeable future in a similar way to other leading economic powers, especially the United States and previously the United Kingdom.* Specifically, the paper asks *whether China is able and willing to assume responsibility for the five stabilising functions that Charles Kindleberger envisioned for a leading economic power.*

The paper discusses each criterion in turn, *providing a tentative qualitative assessment as to whether China is prepared to assume this responsibility in light of evidence from economic data and Chinese policy debates.*

**Source Link:**

[http://www.fiiia.fi/en/publication/701/china\\_as\\_a\\_leading\\_economic\\_power/?utm\\_source=Newsletter&utm\\_medium=pdf&utm\\_campaign=FIIA\\_Newsletter\\_3\\_2017](http://www.fiiia.fi/en/publication/701/china_as_a_leading_economic_power/?utm_source=Newsletter&utm_medium=pdf&utm_campaign=FIIA_Newsletter_3_2017)

# THANK YOU

