



amfori Annual Conference

Unleash Opportunity

Interpretation of Belt & Road Initiative from Western (or) European Perspective

Dr. Astrid Skala-Kuhmann

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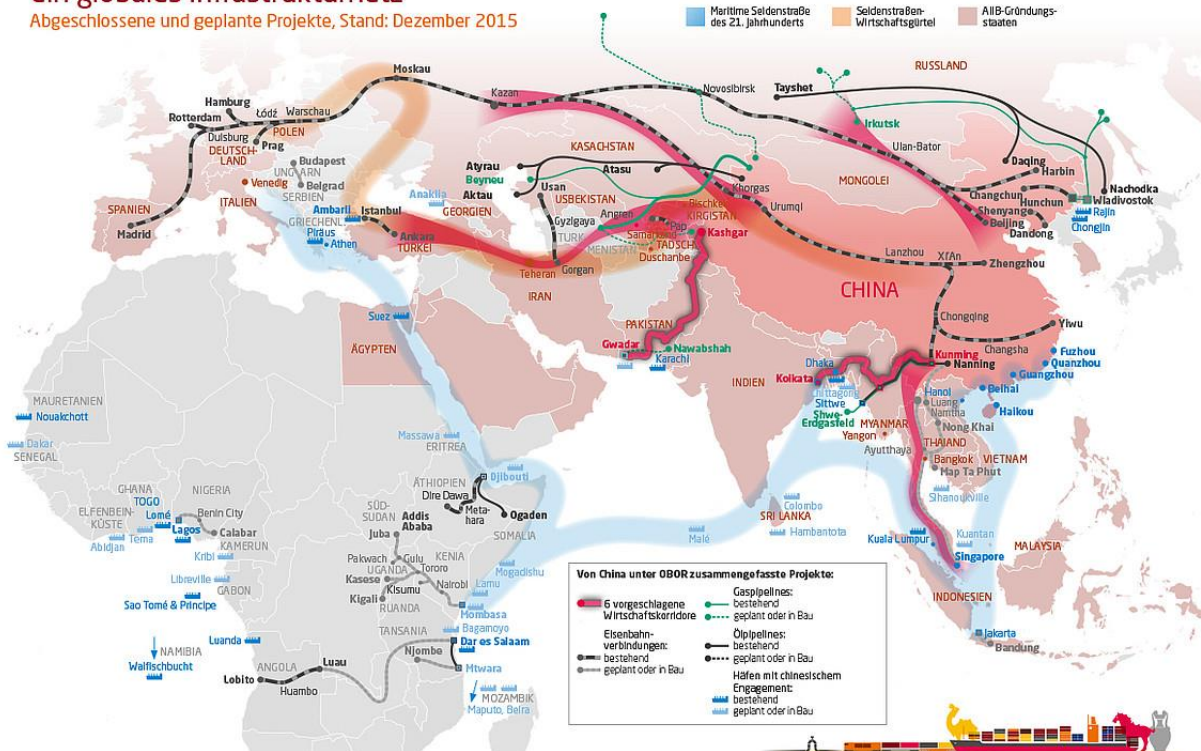


BRI ECONOMIC CORRIDORS

MERICS China Mapping

One Belt, One Road: Mit der Seidenstraßeninitiative baut China ein globales Infrastrukturnetz

Abgeschlossene und geplante Projekte, Stand: Dezember 2015





VISION OF THE BRI

« The Belt and Road Initiative is a **systematic project**, which should be **jointly built** through consultation **to meet the interests of all**, and efforts should be made to **integrate the development strategies of the countries** along the Belt and Road. The Chinese government [...] [seeks] to promote the implementation of the Initiative, instill vigor and vitality into the ancient Silk Road, **connect Asian, European and African countries** more closely and **promote mutually beneficial cooperation** to a new high and in new forms. »





CURRENT PERCEPTION OF BRI BY EUROPEAN OBSERVERS/ANALYSTS

Largest global connectivity initiative of present times

70 countries, two thirds of world population

30% of world economy; 55% of total CO² emissions

BRI heavily debated from the outset: geopolitical strategy, “Marshall Plan”, macro economic causes, expansion of China`s sphere of influence in the world - threat to Agenda 2030



CURRENT PERCEPTION OF BRI BY EUROPEAN OBSERVERS/ANALYSTS

- BRI concept is unclear (*Vision 2015*)
- China pursuing long term hegemonic concept
- Lacking clear governance structure
- Non-inclusive, bilateral implementation approaches



CURRENT PERCEPTION OF BRI BY EUROPEAN OBSERVERS/ANALYSTS

No equal access to BRI projects - 89% Chinese companies

Chinese standards/technical norms

Split of EU through 16+1

Lack of multi-stakeholder platforms and dialogues



EUROPEAN POLITICAL RESPONSE

Regular dialogues on railway, maritime, aviation, customs facilitation et al. already before BRI attended by 30 state leaders and/or premier ministers and government high level officials from another 30 countries on Promoting Unimpeded Trade Cooperation along the Belt and Road

President`s Xi visit in March 2014 to EU Guiding Principles of Financing the Development of the Belt and Road

BRI related projects developed in Central Europe under 16+1 mechanism; several bilateral talks France, UK, South East Europe



EUROPEAN INVOLVEMENT

Prominent projects, investment in Port of Piräus, Hungarian-Serbia railway, Chongqing-Duisburg railway

Europe's reaction hesitant and slow, doubts on feasibility, too "China" driven, little active engagement

EU underrepresented at the BRF in May 2017, no state leaders from France, UK, Germany



GERMAN PERSPECTIVE

Sino-German strategic partnership, declaration in 2016 mentions the BRI first time

OSCE German presidency in 2016; conference on connectivity with focus on BRI, China as guest

China Hamburg Summit 2016, business sector gets involved



GERMAN PERSPECTIVE

Since 2015 annual international Forum on the “New Silk Road”, (Duisburg), mostly academia, international renowned institutes, supported by NRW government and city of Duisburg

BDI, BMWi, AHK in China and other industry associations become active, business sector gets involved (SIEMENS Summit 2018)

Hamburg Chamber of Commerce becomes member of Belt and Road Industrial and Commercial Alliance (BRICA) affiliated with MIIT

GIZ sets up a self financed project on connectivity (BRI) and is invited as member to SiLKS, cooperation agreement with AIIB, mission with AIIB in Usbekistan (May 2018)



RECOMMENDATIONS TO EU TOWARDS BRI

- Connect/complement BRI and Agenda 2030 implementation
- Cooperation through MDBs/UN-GREENING the BRI
- EU-China Connectivity Platform
- EU-China Trade negotiations
- ASEM et al.



THE BRI IS TOO BIG TO BE IGNORED

Get engaged – align with the Agenda 2030!



Dr. Astrid Skala-Kuhmann
astrid.skala-kuhmann@giz.de