

**Translation and Exegesis:**

**Chinese State Media for the English Reader:**

**A Case Study of People's Daily *Zhong Sheng***

**Editorials on the Belt and Road Initiative**

Bachelor of Languages (Honours)

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This thesis is submitted in partial fulfillment of the requirements for the degree of Bachelor of Languages (Honours) in the College of Arts and Social Sciences at the Australian National University

## **Declaration**

I hereby declare that, except where it is otherwise acknowledged in the text, this thesis represents my own original work. All versions of the submitted thesis (regardless of submission type) are identical.

I further declare that this thesis did not require human research ethics approval.

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## Abstract

English translations of Chinese state media allow those with a professional or casual interest in Chinese policy and politics to gain direct insight into Chinese political narratives. For the translator, however, there is a great temptation to alter the language of the text so as to better suit the conventions of English. This thesis employs a “semantic” translation strategy which emphasizes close adherence to the source text in order to reflect the distinctive features of Chinese state media, exploring the benefits and conflicts of such a strategy. It includes original English translations of 15 Chinese-language editorials sourced from the *People’s Daily*, the official newspaper of the Chinese Communist Party. These editorials authoritatively articulate the Party’s stance regarding the Belt and Road Initiative, a major Chinese economic strategy. It is hoped this thesis demonstrates the value of a semantic translation strategy in providing direct access to primary source material on Chinese political narratives, and in particular on a central subject of Chinese foreign policy in the first half of the 21<sup>st</sup> Century.

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# **Part I: Exegesis**

## Introduction

This thesis contains my original English-language translations of 15 Chinese-language editorials on China's Belt and Road Initiative, sourced from China's largest state-run newspaper the *People's Daily* (人民日报, *Renmin Ribao*). **Part I** is an exegesis providing context for these translations and explaining the principles, strategy and procedures applied in their translation. **Part II** is the translations themselves, arranged chronologically.

The 15 editorials chosen for translation cover the span of the six years (2014-2019), from the announcement of the Belt and Road Initiative to the time of writing this thesis. All of these editorials were published as part of the *People's Daily's* authoritative column on international relations known as *Zhong Sheng* (钟声, a homonym of "The Voice of China").

The translations in this thesis are intended to provide English-literate audiences who cannot read Chinese with access to primary source material on one of the most prominent topics in Chinese foreign and domestic policy. Secondly, they are intended to be a case study for translation strategies whose purpose is to provide direct and unimpeded access to the form, semantic content and, therefore, the implications of the source material.

The editorials authoritatively detail the Chinese Communist Party's official stance on issues relating to the Belt and Road Initiative, an economic strategy aimed at funding infrastructure projects to facilitate trade and transportation across Eurasia and other parts of the world. Due to the close relationship between Chinese state-run media organizations such as the

*People's Daily* and the Chinese Communist Party, articles published by the *People's Daily* reflect the stance which Chinese political leaders are expected to adopt. Accordingly, translation of such articles provides an extremely valuable window into Chinese political narratives, and allows those with a professional or casual interest in Chinese policy and politics, but who cannot read Chinese, to better understand how Chinese politicians and state-run media contextualize China's foreign and domestic policy.

Meanwhile, for the translator, there is a great temptation to alter the language to better suit the linguistic expectations of English-literate readers and the conventions of English-language media. However, these alterations risk obscuring the communicative intentions of the author, which are extremely valuable to those wishing to gain insight into the language and, consequently, the narrative and framing of the source material. To this end, this thesis acts as a case study of a translation strategy that emphasizes close adherence to the source text form and respect for the communicative choices of the authors, applied to Chinese state media.

The Belt and Road Initiative was announced in late 2013 by President Xi Jinping on visits to Kazakhstan and Indonesia. An extremely broad strategy, the Belt and Road Initiative encompasses many bilateral and multilateral agreements with other countries to develop infrastructure across Eurasia, Africa and much of the rest of the world. Chinese state media has characterized the initiative as a collaborative project for all the world's countries, aimed at alleviating poverty, giving developing countries the means to develop their infrastructure, and improving international relations. In Western media, it has

frequently been characterized as a strategy to reshape the global economy to suit China, to influence developing countries via financial debt, and potentially to expand Chinese military reach. Its consistent centrality to discussions of Chinese foreign relations in both Chinese and foreign media make it extremely useful for examining how Chinese political narratives have adapted to changing circumstances during the years since the strategy's announcement.

This exegesis primarily explains the principles, strategy and procedures applied to the translation of the 15 editorials in Part II of this thesis.

Secondarily, it provides context for the source material and its content.

**Chapter 1** covers the broad significance of these translations. **Chapter 2**

provides background and context for the translated texts and their content.

**Chapter 3** details my process for selecting the texts, as well as other original data intended to place the translated texts within the greater context of Chinese state media coverage. **Chapter 4** explores the translation strategy and principles underpinning the 15 translations, how this strategy is guided by the translations' purpose and audience, and how this strategy relates to translation studies theory. **Chapters 5 and 6** examine how this strategy has been applied to individual translation problems. In doing so, it acts as a detailed exploration of the inherent tensions in the translation process between source text and target audience, and furthermore how these tensions are resolved. **Chapter 7** contains my own reflections on the process of translating the 15 editorials.

It is hoped that this exegesis will demonstrate the value of a semantic translation strategy in providing new audiences with direct and clear access to

primary source material on a subject central to China's foreign and domestic policy in the first half of the 21<sup>st</sup> Century.

## **Chapter 1: Value**

This chapter briefly discusses the value of the translations in this thesis, in particular the value of the chosen material and its consistent focus on the Belt and Road Initiative. The value of the translation strategy employed in the translations is also introduced, prior to further discussion in **Chapter 4**.

### **1.1 Value of this thesis**

Despite the prominence of the Belt and Road Initiative in discussions of Chinese economic policy, foreign policy and China's role as a world power, a lack of detailed information on its organization and implementation has frequently resulted in confusion and suspicion among Western, English-language media. Ryan Manuel (2019) notes that "China's Belt and Road Initiative (BRI) remains a topic of great interest. But there is little knowledge about China's internal voices." This thesis aims to promote understanding of such internal voices among English-literate audiences by providing direct access to the narrative of the Chinese Communist Party (CCP) surrounding the BRI. An examination of the language represented in public speeches and in media publications from Chinese Communist Party media outlets reveals a very different worldview and understanding of China's role from that presented by most Western media publications and many Western politicians. Such a divide highlights opportunities for improving understanding among English-language audiences of how the Chinese government contextualizes its policy and political stance.

Furthermore, a lack of familiarity with Chinese political narratives among Westerners creates a space for Chinese politicians and CCP media organizations to characterize Western politicians and journalists as ignorant of Chinese intentions and of the Chinese perspective. It also provides grounds for foreign criticisms of China to be dismissed as having been made in poor faith and prejudice. This thesis, by enabling direct familiarity with the language and framing of Chinese politics, creates space for a dialogue that actively responds to these narratives and reduces the viability of such claims.

## **1.2 Value of *Zhong Sheng* editorials**

The *People's Daily* (人民日报, *Renmin Ribao*) is often read by those with an interest in Chinese government policy, as its close oversight by the CCP gives it an authoritative role in publicizing the Party's stance on international and domestic affairs. Similarly, the frequency of articles published on any given issue can be seen as an indication of which issues the CCP considers most important (Hoddie, 2006, p.7). Editorials are often constructed around the key points of speeches made by senior Chinese officials, and these set the narrative which other Chinese media outlets are then expected to follow (Manuel, 2019).

In 2008, the *People's Daily* began publishing a new series of editorials with a focus on foreign affairs. These articles are known as “*Zhong Sheng*” (钟声), literally “sound of the bell”, and a homophone for “the voice of China”. For more background on the *People's Daily* and this series of articles, see 2.2.



### **1.3 Value of focusing on the Belt and Road Initiative**

The editorials translated for this thesis all focus on topics relating to China's Belt and Road Initiative (BRI). The first reason for this is the prominence of the topic. In the period from the BRI's announcement in late 2013 to August 2019, over 1 in 20 articles published in the *People's Daily* contained mentions of the Belt and Road initiative. As of August 2019, that proportion had increased to nearly 1 in 8 (see 3.2). Within these articles, the BRI is characterized as a collaborative, global project aimed at bringing development and prosperity to all countries involved. Nonetheless, for much of the period since its announcement there has been little concrete information available, and even less in English, regarding the strategy, its aims, and its implementation. The BRI's lasting prominence in Chinese political discourse, the interest it has attracted, its broad international scope and the lack of detailed information make it a valuable topic of focus as part of a broader exploration of strategies for translating Chinese state media into English.

Furthermore, the timing of the 15 editorials showcases the changes in language and narrative across the six years following the BRI's announcement. From the early period of Xi Jinping's presidency, through a peak of Belt and Road enthusiasm in 2015; the election of United States President Donald Trump in 2016; the first Belt and Road Forum in 2017; growing scepticism from other countries; the beginning of the China-US Trade War in 2018; and the second Belt and Road Forum in 2019, it is possible to examine how Chinese state media has adapted and responded to external criticism and changing global circumstances.

#### **1.4 Value of translation strategy**

When translating journalism for a foreign-language audience, there is an understandable temptation to diverge from the wording of the source text (ST) wherever this achieves a target text (TT) which better adheres to media and language conventions in the target language (TL). Such changes are necessary when the aim is to produce a TT with an identical function to the ST. However, as this thesis aims to illuminate language conventions particular to the ST context for an English-language audience, it is therefore preferable to adhere to the wording of the ST as closely as possible. This strategy allows the English-language reader to observe differences in language conventions and cultural context between English and Chinese media, thereby gaining insight into a potentially unfamiliar worldview. For further discussion of my translation strategy in this thesis, see **Chapter 4**.

## Chapter 2: Context

This chapter provides background information on the Belt and Road Initiative, the *People's Daily* and *Zhong Sheng* editorials. This is particularly useful for anyone unfamiliar with these concepts.

### 2.1 Belt and Road Initiative

The Belt and Road Initiative (BRI) is a broad Chinese economic strategy encompassing many bilateral and multilateral infrastructure and investment projects. On 7 September 2013, Chinese President Xi Jinping proposed a “Silk Road Economic Belt” during a speech at Nazarbayev University in Kazakhstan (Renmin Ribao, 2013a). On 3 October 2013, he then proposed a “21<sup>st</sup> Century Maritime Silk Road” in a speech to Indonesia’s parliament (Renmin Ribao, 2013b). From December 2013, the name “一带一路” (*yi dai yi lu*) or “One Belt One Road” (see 2.3), combining these two proposals, begins appearing in *People's Daily* articles. In February 2014, the aims of the proposal known as “One Belt One Road” were expounded upon in a *People's Daily* “*Zhong Sheng*” editorial (see 2.2). This editorial, the first of those translated for this study, promoted the initiative as “China’s large-scale plan to deepen reform and opening-up, and advance periphery diplomacy” (see TT1, Lines 13-14).

The Belt and Road Initiative has become a major focus of Chinese foreign and domestic policy, a popular subject for Chinese media, and a subject of both hope and concern among prospective participants across Asia, Europe, Africa, Oceania and the Americas. In the nearly six years since its

announcement, more than 1 in every 20 *People's Daily* articles mentioned the BRI (see **Table 3** in 3.2). In stark contrast to the optimistic and occasionally utopian image of Belt and Road cooperation presented in Chinese state media, news coverage in Western countries has generally been marked by scepticism and concern, with claims that the initiative is an attempt to reorganize global trade around China and to expand Chinese financial, political and even military control over developing countries (e.g. Bloomberg Markets, 2018; Davidson, 2018).

Concrete information about the BRI is difficult to find. Estimates for the number of countries involved as well as the costs and number of planned Belt and Road-branded projects vary significantly among sources. This may be because, according to Manuel (2019), the BRI is not so much a highly centralized and coordinated project, as it is often portrayed, but rather “an unclear destination from which central ministries seek to access more funds” and that “any project can become a Belt and Road investment.” Or, as one *Guardian* article put it, “It is not a centralized initiative, so much as a brand.” (Kuo & Kommenda, 2018).

Chinese politicians and state media have continued to revise the language and strategy of the Belt and Road Initiative in response to international perceptions. In 2019, China's Ministry of Finance announced a framework for assessing participating countries' vulnerability to debt, in a move aimed at allaying longstanding international concerns that China's loans to developing countries would result in “debt trap diplomacy” (Cheng, 2019).

## 2.2 *People's Daily* and *Zhong Sheng* (钟声) editorials

The *People's Daily* (人民日报, *Renmin Ribao*), first published in 1946, is a newspaper group directed by the Chinese Communist Party and the largest newspaper group in China. While all articles published in the *People's Daily* are faithful to the Party line, some express the personal opinions of authors, whereas others are editorials which authoritatively reflect the government's political stance. According to Matthew Hoddie (2006), Western scholars have tended to engage with the *People's Daily* less for its content and more for what its data reflects about the political stance of the Chinese Communist Party. He states that because of the newspaper's "subordinate relationship" to the CCP, "documenting the frequency and content of articles serves as an effective means of gauging the current leadership's level of interest and views on a particular topic." (ibid. p.7).

In November 2008, the *People's Daily* began publishing a series of articles known as *Zhong Sheng* (钟声), literally "sound of the bell". The purpose of the column is to detail the China's official stance regarding issues of note in international affairs (Jiang, 2018). Collections of these articles have been published annually by the *People's Daily* under the title "大国之声" (ibid.) (*da guo zhi sheng*, roughly, "Voice of a Great Country"). The name *Zhong Sheng* is also a homophone for "the voice of China" (中声, *zhong sheng*), reflecting the articles' authoritative role in expressing the CCP's foreign policy position. Accordingly, such articles are particularly useful for examining the nuance of the CCP's language and worldview.

## 2.3 Key definitions and terminology

### Belt and Road

In Chinese, the Belt and Road Initiative is called “一带一路” (*yi dai yi lu*), literally “One Belt One Road”. This literal translation was its common English name at the time of announcement, before generally being swapped out for “Belt and Road Initiative” (BRI). Meanwhile the Chinese term has remained “一带一路” in all contexts. However, both the names “One Belt One Road” and “Belt and Road” have proven to be significant sources of confusion in the English-speaking world, as “Belt” refers to the land-based component of the initiative while “Road” refers to the maritime component’s sea routes, and not actual “roads” in the English-language sense.

There are two explanations for the confusing English translation. Firstly, the term “One Belt One Road” can be understood—in both languages—as a contraction of the initiative’s two components: the “Silk Road Economic Belt” (land routes) and the “21<sup>st</sup> Century Maritime Silk Road” (sea routes). Secondly, the final character 路 (*lu*) in “一带一路” can be understood in Chinese both as “road” in the sense of land routes and also “route” in the sense of “sea routes” (海路, *hai lu*). Therefore, the rendering of “路” as “road” is a faithful but problematic translation. In English-language media, the two terms have frequently been accompanied by lengthy explanations, while occasionally they have led to journalists confusing the two components of the initiative.

## New Silk Road

Since the 1990s the term New Silk Road (新丝绸之路, *xin sichou zhi lu*) has been used in *People's Daily* articles to refer to the Eurasian Land Bridge and other infrastructure connecting China to Central Asia. With the announcement of China's Belt and Road Initiative, the term now primarily refers to the new connections being created under the initiative. In English, the term New Silk Road is now used almost exclusively to refer to the Belt and Road Initiative. Since most English-speakers have some idea of the ancient Silk Road's geographic position, the term provides added clarity where readers or listeners may be unfamiliar with what the "Belt and Road Initiative" entails. Likewise, the term helpfully suggests a revival of the trade and connectivity of the ancient Silk Road.

While offering a useful metaphor to those unfamiliar with the Belt and Road Initiative, "New Silk Road" is not an appropriate translation of "一带一路" as it is not particular to the initiative. Notably, the term has been used for the United States' own New Silk Road Initiative, another program for infrastructural integration in Eurasia announced in 2011. Furthermore, as touched on above, it was used more broadly for infrastructure projects connecting China with Central Asia in Chinese Media long before President Xi's announcement of the Belt and Road Initiative in September 2013. For further discussion of the translation of "一带一路" into English, see 5.1.

## Chapter 3: Materials and Data

This chapter explains my selection of the 15 texts translated in this thesis. It also displays data which has guided the selection process, and which helps to contextualize the selected texts. Specifically, it places the 15 editorials within the greater context of Chinese state media coverage.

### 3.1 Selection of Source Texts

In total, 27 *Zhong Sheng* editorials with “一带一路” (One Belt One Road) in their headlines had been published as of August 2019. In accordance with the time limits of this study I have selected 15 of these for translation into English. The articles translated were chosen to reflect the diversity of contexts in which the Belt and Road Initiative is discussed throughout the 27 editorials, including its historical context (**STs/TTs 1, 3 and 4**), its principles and implementation (**ST/TT 2**), addressing the concerns of countries suspicious of Chinese motives (**ST/TT 5**), a more international focus (**STs/TTs 6, 10 and 14**), a focus on its relevance to specific countries and regions (**STs/TTs 7, 8, 9 and 13**), and the Belt and Road Forums of 2017 and 2019 (**STs/TTs 11, 12 and 15**).

The 15 editorials were also selected proportionally from years in which there had been more coverage of the Belt and Road Initiative among *Zhong Sheng* editorials (see **Figure 4** in 3.2). This approach was limited in instances where it would have meant translating only one or some articles within a series of articles intended to be read as a whole. For example, 7 of the 8 editorials published in 2019 formed a cohesive series which I did not wish to translate



only partially, and so did not select. However, I was able to translate **ST/TTs 1** and **2**, a complete series of two, and **ST/TTs 4, 5** and **6**, a complete series of three. These factors resulted in the distribution in **Table 1**.

**Table 1: Distribution of source texts by year**

| <b>Year</b>                      | <b>Total No. of <i>Zhong Sheng</i> Articles with One Belt One Road (“一带一路”) in Title</b> | <b>Source Texts chosen for this thesis</b> |
|----------------------------------|------------------------------------------------------------------------------------------|--------------------------------------------|
| <b>2013</b>                      | 0                                                                                        | 0                                          |
| <b>2014</b>                      | 3                                                                                        | 3                                          |
| <b>2015</b>                      | 5                                                                                        | 3                                          |
| <b>2016</b>                      | 3                                                                                        | 2                                          |
| <b>2017</b>                      | 6                                                                                        | 5                                          |
| <b>2018</b>                      | 2                                                                                        | 1                                          |
| <b>2019 (Jan-Aug, inclusive)</b> | 8                                                                                        | 1                                          |

Source: *People's Daily* Digital Database (人民日报图文数据库)

### 3.2 Original data

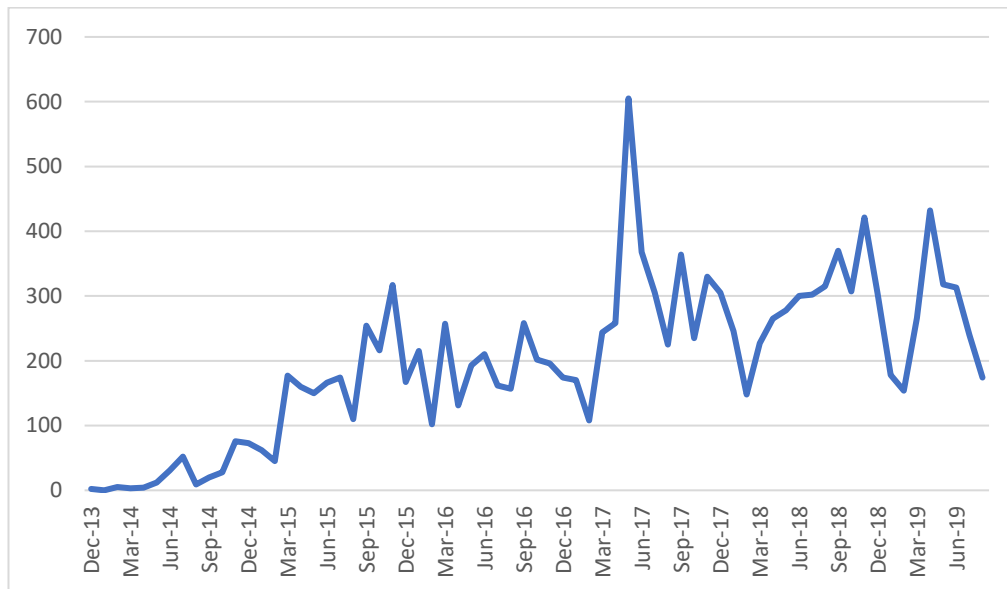
The tables and charts below are based on data collected using searches of the *People's Daily* database, which has records of all articles going back to 1946.

**Table 2: Number of articles mentioning “一带一路” (One Belt One Road)  
in *People’s Daily* by month since announcement**

| <b>Month</b> | <b>No. of Articles</b> | <b>Month</b> | <b>No. of Articles</b> | <b>Month</b> | <b>No. of Articles</b> |
|--------------|------------------------|--------------|------------------------|--------------|------------------------|
| Dec-13       | 2                      | Nov-15       | 317                    | Oct-17       | 235                    |
| Jan-14       | 0                      | Dec-15       | 167                    | Nov-17       | 330                    |
| Feb-14       | 5                      | Jan-16       | 215                    | Dec-17       | 305                    |
| Mar-14       | 3                      | Feb-16       | 102                    | Jan-18       | 246                    |
| Apr-14       | 4                      | Mar-16       | 257                    | Feb-18       | 148                    |
| May-14       | 12                     | Apr-16       | 131                    | Mar-18       | 227                    |
| Jun-14       | 31                     | May-16       | 193                    | Apr-18       | 265                    |
| Jul-14       | 52                     | Jun-16       | 210                    | May-18       | 278                    |
| Aug-14       | 9                      | Jul-16       | 162                    | Jun-18       | 300                    |
| Sep-14       | 20                     | Aug-16       | 157                    | Jul-18       | 302                    |
| Oct-14       | 28                     | Sep-16       | 258                    | Aug-18       | 315                    |
| Nov-14       | 76                     | Oct-16       | 202                    | Sep-18       | 370                    |
| Dec-14       | 73                     | Nov-16       | 196                    | Oct-18       | 307                    |
| Jan-15       | 62                     | Dec-16       | 174                    | Nov-18       | 421                    |
| Feb-15       | 45                     | Jan-17       | 170                    | Dec-18       | 304                    |
| Mar-15       | 177                    | Feb-17       | 108                    | Jan-19       | 178                    |
| Apr-15       | 160                    | Mar-17       | 244                    | Feb-19       | 154                    |
| May-15       | 150                    | Apr-17       | 258                    | Mar-19       | 266                    |
| Jun-15       | 166                    | May-17       | 605                    | Apr-19       | 432                    |
| Jul-15       | 174                    | Jun-17       | 368                    | May-19       | 318                    |
| Aug-15       | 110                    | Jul-17       | 305                    | Jun-19       | 313                    |
| Sep-15       | 254                    | Aug-17       | 225                    | Jul-19       | 240                    |
| Oct-15       | 216                    | Sep-17       | 364                    | Aug-19       | 174                    |

Source: *People’s Daily* Digital Database (人民日报图文数据库)

**Figure 1: Number of articles mentioning “一带一路” (One Belt One Road) in *People’s Daily* by month since announcement**



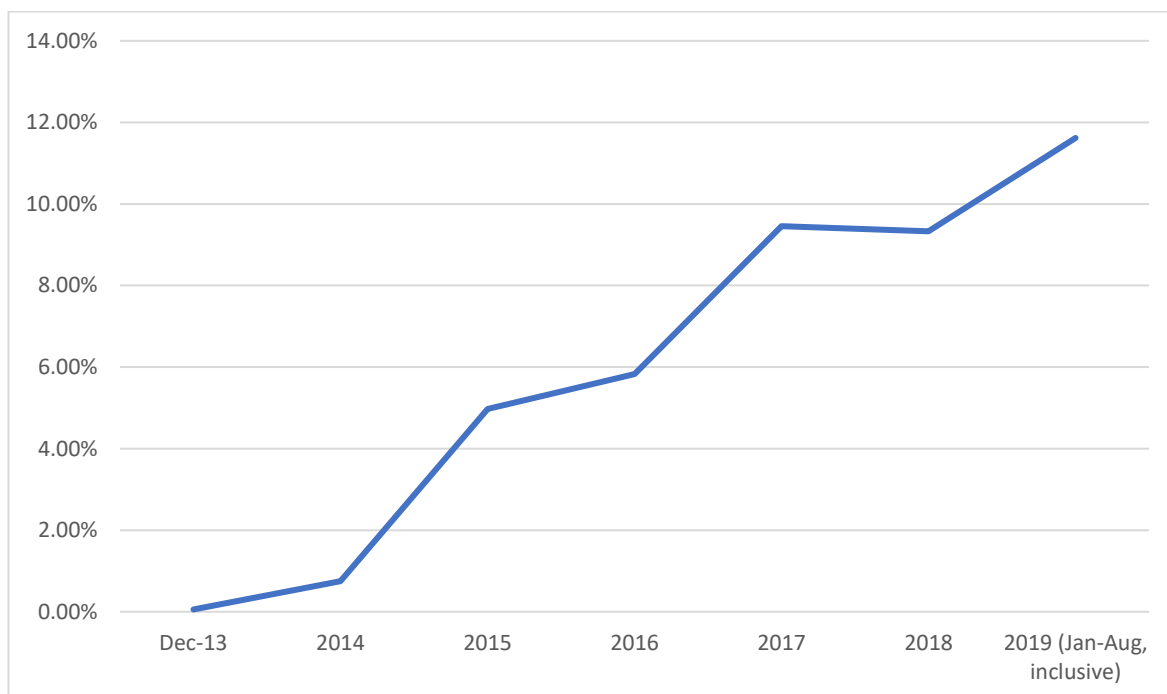
Source: *People’s Daily* Digital Database (人民日报图文数据库)

**Table 3: Proportion of articles mentioning “一带一路” (One Belt One Road) in *People’s Daily* by year since announcement**

| Year                             | Total No. of Articles in <i>People’s Daily</i> | No. of Articles Mentioning One Belt One Road (“一带一路”) | Proportion of Articles Mentioning One Belt One Road (“一带一路”) <sup>1</sup> |
|----------------------------------|------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------------------------|
| <b>Dec-13</b>                    | 3513                                           | 2                                                     | 0.06%                                                                     |
| <b>2014</b>                      | 41746                                          | 313                                                   | 0.75%                                                                     |
| <b>2015</b>                      | 40126                                          | 1995                                                  | 4.97%                                                                     |
| <b>2016</b>                      | 38741                                          | 2257                                                  | 5.83%                                                                     |
| <b>2017</b>                      | 37199                                          | 3517                                                  | 9.45%                                                                     |
| <b>2018</b>                      | 37347                                          | 3483                                                  | 9.33%                                                                     |
| <b>2019 (Jan-Aug, inclusive)</b> | 17860                                          | 2075                                                  | 11.62%                                                                    |
| <b>Total</b>                     | <b>216532</b>                                  | <b>13642</b>                                          | <b>6.30%</b>                                                              |

Source: *People’s Daily* Digital Database (人民日报图文数据库)

**Figure 2: Proportion of articles mentioning “一带一路” (One Belt One Road) in *People’s Daily* by year since announcement**



<sup>1</sup>Percentages are correct to two decimal places.

Source: *People's Daily* Digital Database (人民日报图文数据库)

**Table 4: Number of *Zhong Sheng* (钟声) articles in *People's Daily* by year<sup>2</sup>**

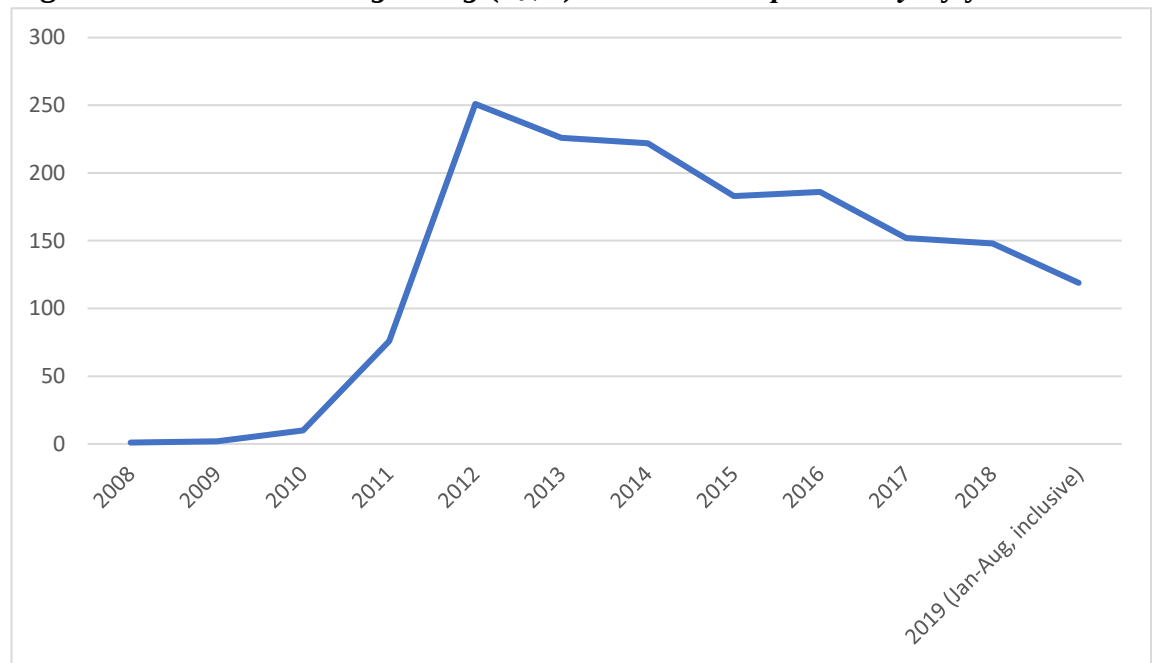
| Year                      | No. of Articles |
|---------------------------|-----------------|
| 2008                      | 1               |
| 2009                      | 2               |
| 2010                      | 10              |
| 2011                      | 76              |
| 2012                      | 251             |
| 2013                      | 226             |
| 2014                      | 222             |
| 2015                      | 183             |
| 2016                      | 186             |
| 2017                      | 152             |
| 2018                      | 148             |
| 2019 (Jan-Aug, inclusive) | 119             |

Source: *People's Daily* Digital Database (人民日报图文数据库)

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<sup>2</sup> The numbers of articles, especially from years 2011 to 2014, are potentially imprecise due to irregular formatting in the digital archive. In earlier years, *Zhong Sheng* articles would be denoted by “钟声” in place of the author’s name at the top of the body text of the article, below the headline. However this method was increasingly abandoned in favour of including “(钟声)” within the article’s headline, after the headline itself. In such cases, “钟声” was usually not included in the body at all. During several years, both methods were used. Furthermore, the term “钟声” is frequently used in circumstances other than this series of editorials, particularly to refer to the “strike of the bell” on New Year’s Eve or in poetic contexts, as in “the stroke of midnight”. These factors were all taken into consideration in producing the numbers below, however the multiple searches and manual checking needed to account for these irregularities may have resulted in slight inaccuracies. This is in contrast to the other data sets, which could be obtained easily from a single search.

**Figure 3: Number of *Zhong Sheng* (钟声) articles in *People's Daily* by year**



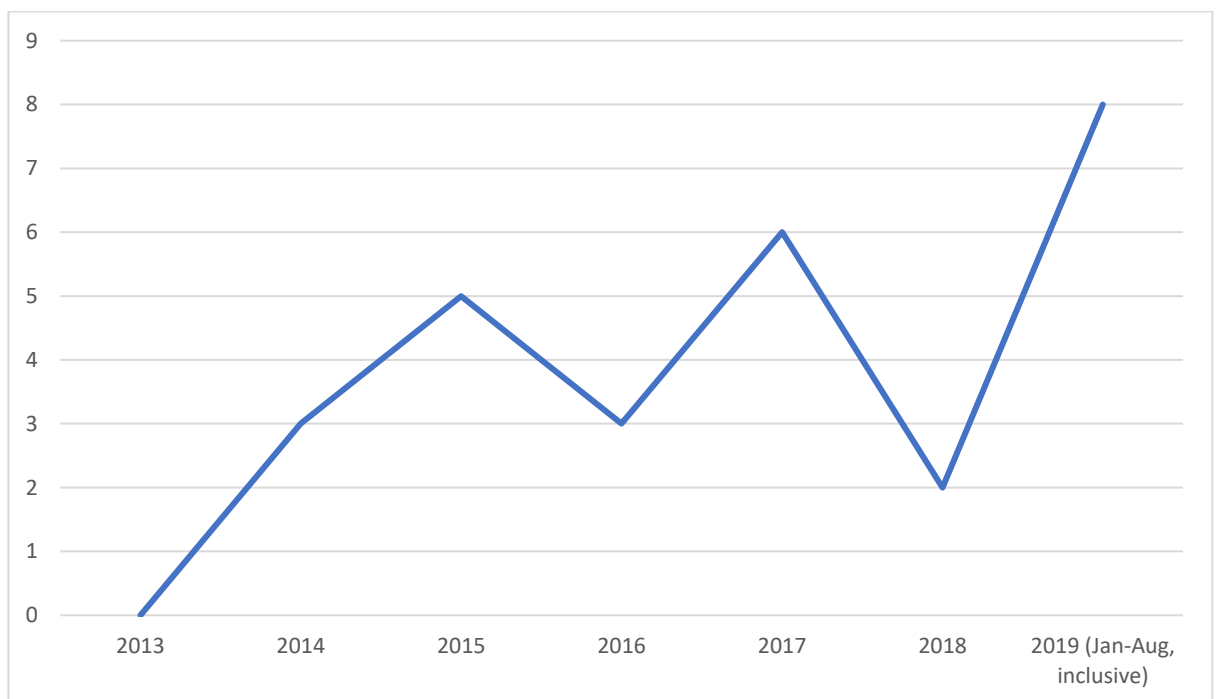
Source: *People's Daily* Digital Database (人民日报图文数据库)

**Table 5: Number of *Zhong Sheng* (钟声) articles with “一带一路” (One Belt One Road) in headline in *People’s Daily* by year**

| Year                      | No. of Articles |
|---------------------------|-----------------|
| 2013                      | 0               |
| 2014                      | 3               |
| 2015                      | 5               |
| 2016                      | 3               |
| 2017                      | 6               |
| 2018                      | 2               |
| 2019 (Jan-Aug, inclusive) | 8               |

Source: *People’s Daily* Digital Database (人民日报图文数据库)

**Figure 4: Number of *Zhong Sheng* (钟声) articles with “一带一路” (One Belt One Road) in headline in *People’s Daily* by year**



Source: *People’s Daily* Digital Database (人民日报图文数据库)

### 3.3 Implications of the data

The data in 3.2 provides a detailed account of the attention given to the Belt and Road Initiative by the *People's Daily*. Most evident are the peaks in attention surrounding major events like the Belt and Road Forums, in May 2017 and April 2019 respectively.

The general upward trend in attention given to the Belt and Road Initiative is far more evident in **Table 3** and corresponding **Figure 2**. While more than 1 in 20 (6.3%) *People's Daily* articles since the announcement of the Belt and Road Initiative have mentioned the initiative in some form, that proportion has reached nearly 1 in 8 (11.62%) as of 2019, the highest of any year.

**Table 4** and corresponding **Figure 3** indicate that the number of *Zhong Sheng* editorials has been slowly decreasing since 2012. However, as is evidenced by **Table 3/Figure 2**, the *People's Daily* has chosen to give increasing coverage to the Belt and Road Initiative, even going so far as to publish a 7 article series on it in 2019. Such sustained and pervasive focus on a single policy issue is unsurprising considering the ambitious and optimistic narrative around the Belt and Road Initiative that emerges from the translations in this study, presenting the BRI as an international project with massive potential to improve quality of life inside and outside of China. This narrative places the BRI at the centre of a Chinese foreign policy strategy of increased involvement, acting as a guide for international cooperation.



## **Chapter 4: Translation strategy and theoretical background**

This chapter covers how the purpose of the translations influences the translation strategy I have chosen, as well as how my chosen translation strategy can be understood in terms of translation studies theory. It also lists the translation procedures I refer to in applying this strategy in **Chapter 5** and **Chapter 6**.

### **4.1 Purpose of the translations**

The primary purpose of the translations in this study is to provide English-literate audiences with access to primary source material on the political perspectives of the Chinese Communist Party. At a detailed level, they aim to provide the TT reader with a window into the way the STs use language to communicate a message, rather than to effectively communicate that message anew. This purpose is crucial in determining the most appropriate translation strategy.

Given the importance of nuance in political language, it is important that the TT capture the underlying implications of the ST message. Liu (2019) refers to these implications as the “framing” of a text, which reflects the distinct perspectives and worldviews implicit within the text’s narrative. At a basic level, this can be achieved with a guiding principle of non-interference with regards to the ST form and particular lexical items. Such a strategy is not universally applicable however, as will be touched on in **4.3** and explored using detailed examples in **Chapter 5** and **Chapter 6**.

## 4.2 Theoretical framework

Nord's distinction between "documentary translations" and "instrumental translations" is useful for this study (Nord, 2018). Documentary translation describes a translation which, "documents" an interaction between a "source-culture sender" and a "source-culture audience" via the ST under "source-culture conditions" (ibid. p.46). In the case of communicative translation, "readers are not supposed to be aware they are reading a translation at all." (ibid. p.50). Nord's definition of documentary translation is ideal for my purpose, which is to accurately communicate the nature of the interaction between author and audience embodied by the source text.

How these definitions may be applied to the translation process can be understood via Newmark's "semantic translation", which "attempts to render, as closely as the semantic and syntactic structures of the second language allow, the exact contextual meaning of the original" (Newmark, 2001, p.39). Key to Newmark's definition of semantic translation is that the TT is "inferior" to the ST, inevitably involving some loss of meaning in its close adherence to ST forms (ibid. p.42). This is in opposition to what he terms "communicative translation", which "attempts to produce on its readers an effect as close as possible to that obtained on the readers of the original" (ibid. p.39) and therefore may actually exhibit a "gain in force and clarity" (ibid. p.42). The latter strategy would be inappropriate for the translations in this thesis however, as my purpose in translating them is to provide TT audiences with a clear idea of the nature of the original communicative interaction between the ST's sender and audience. This can be achieved by adhering to the principles

of Newmark's semantic strategy, in which he says that, if in doubt the translator should "trust the writer, not the 'language'" and must "cling to words, collocations, structures, emphases" (ibid. p.40). This means that, wherever possible, I have attempted to retain the syntactic structures and collocations of the ST, even where this results in awkward language in the TT. This is done to mitigate the risk of unnecessary interference in documenting the relationship between the ST's sender and audience, whose accurate transmission is crucial in allowing TT readers to make their own judgements about the implications of the texts.

#### **4.3 Limitations of a "semantic" translation strategy**

While the semantic translation strategy is useful for my purposes, semantic equivalence could nonetheless result in a TT message being communicated that is entirely at odds with the one received by the ST audience. Cultural differences between the source language (SL) audience and the target language (TL) audience can mean that additional explanatory information is required to contextualize a term, or else that term may have entirely different implications in the TL. This is because the way words are interpreted is influenced by their usage, and is therefore tied to the culture, presumptions and social reality of their community of speakers. Consideration must therefore be given to how the TT audience is likely to interpret any given TT sentence, phrase or lexical item. The impact of this issue on specific translation choices is explored in **Chapter 5** and **Chapter 6**.

#### **4.4 Translation procedures cited**

In describing my application of these principles in the following chapters, I use Loh's Chinese-English translation procedures of "transliteration", "omission" (the total exclusion of a particular lexical item), "amplification" (the addition of new lexical items to contextualize a term) and "inversion" (rearranging of elements in the sentence) (Loh, 1958, as cited in Zhang & Pan, 2009). I also refer to Vinay and Darbelnet's supplementary procedure of "generalization", in which a "specific term is translated by a more general term" (Vinay & Darbelnet, 1995, p.343).

## **Chapter 5: Applications: translating terminology**

This chapter covers the translation of particular pieces of terminology in this thesis, including standardized terms, borrowed terms and slogans. It explores how these translations align with or diverge from my overall translation strategy applied elsewhere. It also provides explanations of some terminology which may assist in the reading of the translations.

The basic principles underlying my translation strategy, to provide TT readers with unimpeded access to the content and form of the STs, were also applied to the translation of terminology where this could be done without hampering reader comprehension. However, given the several standardized terms which are not semantically equivalent between the two languages, these principles were occasionally overridden (see 5.4) in order to ensure that TT readers understood which concrete concepts were being referred to.

### **5.1 Translating “一带一路”: “One Belt One Road” vs. “Belt and Road”**

As touched on in 2.3, the term “一带一路” was commonly translated into English as “One Belt One Road” before the more concise and explanatory “Belt and Road Initiative” was generally adopted. However, given that the Chinese term has undergone no changes during the time period of the STs, a consistent English translation was preferable. To adhere to my principle of reflecting the language of the ST as closely as possible, I opted for the original translation of “One Belt One Road”, as it is semantically closer to the Chinese term. This was also more in keeping with the time period of the STs, with the name “Belt and Road Initiative” not yet in use at the time of the first editorial

translated for this thesis. However, this did create an inconsistency by contrasting with the standardized English name “Belt and Road Forum for International Cooperation” (see 5.4.3). I considered this to be a worthwhile sacrifice for the reasons outlined above.

## 5.2 Translating “命运共同体”: “A Community of (Common) Destiny”

Variations of the slogan “命运共同体” (*mingyun gongtongti*), including “利益和命运共同体” (*liyi gongtongti*) and “人类命运共同体” (*renlei mingyun gongtongti*), appear many times throughout the STs, as well as in speeches by Chinese politicians and Chinese media, particularly in reference to the aims of the Belt and Road Initiative. The three terms above translate literally as “destiny community”, “interests community” and “humankind destiny community” respectively. In English these concepts are generally translated as “community of common destiny”, “community of common interests”, “community with a shared future for mankind” and other similar expressions (Gao, 2017; Wang X. , 2015; Wang Y. , 2016).

Applying my translation strategy to these terms, my initial translations were “community of destiny”, “community of interests” and “community of human destiny” respectively. However, the precedent for translations which amplify this expression with the word “common” or “shared” was overwhelming (Chen, 2017; Zhang D. , 2018; Zhang J. , 2015; Zeng, 2016). Such amplifications clarify the implications of the slogan, and of the word “共同体” (*gongtongti*, community) which, much like its English equivalent, is related to the word “common”. This emphasis on the “sharing” of destiny and

interests between countries also aligns with the general theme of the STs as well as other concepts and slogans promoted in them, such as “民心相通” (“interconnected will of the people”). For these reasons, and given the centrality of these slogans in the Chinese government’s promotion of the Belt and Road Initiative, I felt it was valuable to deviate from my semantic strategy in this case in order to clarify the implications of the expression for TT audiences, thus rendering them as “community of common destiny”, “community of common interests”, and “community of common destiny for humanity” respectively.

### **5.3 Borrowed terms**

Given the principles of semantic translation (Newmark, 2001) and documentation (Nord, 2018) underpinning my translation strategy, it was preferable to borrow concepts unique to the SL culture where the alternatives were insufficient to capture their full nuance. Retaining foreign concepts is also valuable because it allows TT readers to learn more about the borrowed concepts in their entirety.

In **ST14** and again in **ST15**, the metaphors “大写意” (“grand *xieyi*[-style] [painting]”) and “工笔画” (“*gongbi*[-style] painting”) are used to describe the Belt and Road Initiative’s broader and more detailed stages of planning, respectively. *Xieyi* and *gongbi* are two contrasting styles of Chinese painting, with the former emphasizing freehand brushwork guided by aesthetic sense, and the latter emphasizing careful attention to detail. I could not find any commonly agreed-upon English equivalents for these terms which would relate

these artistic traditions in their fullness. For this reason I have chosen to borrow these concepts and render them in italics. The question for the TTs is then whether a TT audience, lacking the cultural knowledge presumed by these metaphors, will be able to grasp their implications. Given the context in which they are used, I believe the implications are clear.

(1a) 从绘制总体布局的“大写意”到精雕细琢的“工笔画”

‘From drafting the “grand *xieyi* painting” of the overall layout to the finely and meticulously crafted “*gongbi* painting”’

**(TT14, Lines 72-73)**

(1b) 从谋篇布局的“大写意”跨入精耕细作的“工笔画”阶段

‘stepping from the “grand *xieyi* painting” of planning the composition, into the stage of the intensively and meticulously worked “*gongbi* painting”’

**(TT15, Lines 79-81)**

In both (1a) and (1b), audiences are given ample context to understand the contrastive role of these metaphors, whether or not they are familiar with the borrowed terms. Borrowing rather than generalizing, summarizing or substituting an equivalent expression for these terms not only retains the flavour of the STs, it also provides TT audiences with the opportunity further research the terms themselves.



Similarly the borrowed term “*Huaxia*” from “华夏” was my solution to the translation of an extremely complex cultural concept. Again, this concept has no consistent translation in English apart from this transliteration. Referring to the Chinese people, their ancient ancestors, and to Chinese civilization, its usage in historical texts has imbued it with a variety of associations and implications, including grandeur, beauty, and the features of a civilized society.

(2) 华夏大地

‘the great lands of “*Huaxia*”’

**(TT3, Line 17)**

Even in context, the implications of this borrowed term are less clear than in previous examples. The paragraph describes the Silk Road-era voyages to the “Western Regions” from the abovementioned “*Huaxia*”. Even so, a TT reader may not necessarily be able to infer that the “great lands” in question in this case refer to ancient China. An alternative solution would be to generalize the term, sacrificing its rich nuance, and rendering it as “ancient China”, “Chinese civilization” or simply “China”. However, unlike generalizations made to adjust somewhat cumbersome metaphors to a new syntactic environment (e.g. translating “潜心耕耘” as “laboured single-mindedly”), the mention of “*Huaxia*”, along with mentions of the Silk Road and the Han Dynasty envoy Zhang Qian, is intended to evoke rich historical associations that are key to the message of the text—that the Belt and Road Initiative is part of a long Chinese tradition of cultural exchange and trade with other cultures.

Given this significance, and given the purpose of my translations is to put the TL audience in touch with unfamiliar perspectives, language and concepts, and furthermore given the ease with which TT readers can learn more about the term, I have considered borrowing to be a far more appropriate procedure in this instance. However, I have also placed the borrowed term in quotation marks to acknowledge its unfamiliarity to TL audiences.

#### **5.4 Standardized terms**

The following is a list of standardized English names of organizations, programs, events, documents and concepts which I have used as translations of their Chinese counterparts. Despite not always reflecting the precise form and meaning of the ST equivalents, it was important to apply these standardized translations in order to ensure that TT audiences knew precisely which organization, program, or otherwise was being talked about, and could learn more about these themselves.

These terms were translated according to their broad use in the English-speaking community (or else have a specific target with a clear title in English), rather than my own interpretation. As a result the corresponding terms in English and Chinese are not always semantically equivalent. In such cases, a more semantically equivalent, more foreignizing English translation may have been possible, but would have resulted in significant confusion. Examples include “13-5” for the 13<sup>th</sup> Five-Year Plan, “South Sea” for the South China Sea, and “Double West Highway” for the WE-WC Highway. While such translations would have given the TL audience a better idea of the

STs’ use of language, they would also run the heavy risk of not providing adequate context for readers to understand what the terms are referring to, nor to find out themselves, due to their lack of precedent. In contrast, the standard translation “Two Sessions” refers to the annual meeting of the National People’s Congress and the Chinese People’s Political Consultative Conference. While this term may be unfamiliar to English-language audiences, its precedent allows TL readers to look up its meaning.

Given that some terms possess abbreviated forms in both languages, I chose to translate the abbreviated Chinese forms with their abbreviated English forms, usually acronyms.

#### 5.4.1 Organizations and persons

**Table 6: Standardized English terms for organizations and persons**

| <b>Standardized English term</b>            | <b>ST term</b>   | <b>Comments</b>                                                        |
|---------------------------------------------|------------------|------------------------------------------------------------------------|
| 48 Group Club                               | 48 家集团俱乐部        |                                                                        |
| Arab League                                 | 阿拉伯国家联盟          |                                                                        |
| Asian Infrastructure Investment Bank (AIIB) | 亚洲基础设施投资银行 (亚投行) | I have translated the abbreviated Chinese form as the English acronym. |

|                                                      |            |                                                                                                                                                                                          |
|------------------------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BRICS Development Bank                               | 金砖国家开发银行   | Now known as the New Development Bank, or 新开发银行                                                                                                                                          |
| China-Arab Research Centre on Reform and Development | 中阿改革发展研究中心 |                                                                                                                                                                                          |
| Citibank                                             | 花旗银行       |                                                                                                                                                                                          |
| Commonwealth of Independent States                   | 独联体        | The Chinese term is an abbreviation of its full name, equivalent to “CIS”. I have chosen to translate the term in full however given that there is no prior mention of the organization. |
| General Electric                                     | 通用电气       |                                                                                                                                                                                          |
| Hebei Iron and Steel Group                           | 河北钢铁集团     |                                                                                                                                                                                          |
| HSBC                                                 | 汇丰银行       |                                                                                                                                                                                          |
| Kuhn Foundation                                      | 库恩基金会      |                                                                                                                                                                                          |
| Ministry of Foreign Affairs                          | 外交部        | Specifically, of the People’s Republic of China                                                                                                                                          |

|                                                    |               |                                                                        |
|----------------------------------------------------|---------------|------------------------------------------------------------------------|
| Nippon Express                                     | 日本通运          |                                                                        |
| Security Council                                   | 安理会           | Specifically, of the United Nations                                    |
| Shanghai Cooperation Organization (SCO)            | 上海合作组织 (上海组织) | I have translated the abbreviated Chinese term as the English acronym. |
| Siemens                                            | 西门子           | German company                                                         |
| Silk Road Fund                                     | 丝路基金          |                                                                        |
| Standard Chartered Bank                            | 渣打银行          |                                                                        |
| Under-Secretary-General                            | 副秘书长          | United Nations official                                                |
| United Nations                                     | 联合国           |                                                                        |
| United Nations Conference on Trade and Development | 联合国贸发会议       |                                                                        |
| World Bank                                         | 世界银行          |                                                                        |
| World Economic Forum                               | 世界经济论坛        |                                                                        |

## 5.4.2 Plans and programs

**Table 7: Standardized English terms for plans and programs**

| <b>Standardized English term</b>            | <b>ST term</b>    | <b>Comments</b>                                                                                                                                                              |
|---------------------------------------------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 13 <sup>th</sup> Five-Year Plan             | 十三五               | The full Chinese term is 第十三个五年规划 or “13 <sup>th</sup> Five-Year Plan”. This is abbreviated here by placing the number of the plan before the number five, literally “13-5”. |
| 2030 Agenda for Sustainable Development     | 联合国 2030 年可持续发展议程 |                                                                                                                                                                              |
| 21 <sup>st</sup> Century Maritime Silk Road | 21 世纪海上丝绸之路       | The “Road” component of the Belt and Road Initiative, or One Belt One Road                                                                                                   |
| China-Pakistan Economic Corridor            | 中巴经济走廊            |                                                                                                                                                                              |
| European Recovery Program                   | 欧洲复兴计划            |                                                                                                                                                                              |

|                                      |         |                                                                            |
|--------------------------------------|---------|----------------------------------------------------------------------------|
| Green Silk Road                      | 绿色丝绸之路  |                                                                            |
| Marshall Plan                        | 马歇尔计划   |                                                                            |
| New-Type Urbanization Plan           | 新型城镇化战略 |                                                                            |
| Silk Road Economic Belt              | 丝绸之路经济带 | The “Belt” component of the Belt and Road Initiative, or One Belt One Road |
| United Nations Development Programme | 联合国开发计划 |                                                                            |

### 5.4.3 Events and sessions

**Table 8: Standardized English terms for events and sessions**

| <b>Standardized English term</b>                                | <b>ST term</b> | <b>Comments</b>                                                                                                                                                                                                                           |
|-----------------------------------------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 71 <sup>st</sup> session of the United Nations General Assembly | 第七十一届联合国大会     |                                                                                                                                                                                                                                           |
| Belt and Road Forum for International Cooperation               | “一带一路”国际合作高峰论坛 | This term is the only case in which I have translated “一带一路” as “Belt and Road” rather than “One Belt One Road”, as referring to the forum with the more semantic translation would be technically inaccurate and potentially misleading. |
| China-Arab States Cooperation Forum                             | 中阿合作论坛         |                                                                                                                                                                                                                                           |



|                     |       |                                                                                                                                                              |
|---------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Leaders' Roundtable | 领导人圆桌 | Event at the Belt and Road Forum for International Cooperation                                                                                               |
| Two Sessions        | 两会    | Sometimes transliterated as <i>Lianghui</i> , an annual meeting of the National People's Congress and the Chinese People's Political Consultative Conference |

#### 5.4.4 Places

**Table 9: Standardized English terms for places**

| Standardized English term                      | ST term      | Comments                                                                                                                                                                                       |
|------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| China Pavilion                                 | 中国馆          | China's national pavilion at Expo 2017 Astana                                                                                                                                                  |
| East Bay Expressway                            | 东湾快速路        |                                                                                                                                                                                                |
| Gwadar Port                                    | 瓜达尔港         |                                                                                                                                                                                                |
| Horgos International Border Cooperation Centre | 霍尔果斯国际边境合作中心 | Horgos is also called Khorgas, Korgas and Korgos. However Horgos is the most common in official English translations of Chinese articles and also closely resembles the Chinese pronunciation. |

|                 |    |                                                                                                                                                                                                                                                                           |
|-----------------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| South China Sea | 南海 | <p>The English term is technically an exonym, and in Chinese it is simply referred to as the “South Sea”. In English however the “South Sea” far more commonly refers to the South Pacific, creating potential for confusion unless the standard translation is used.</p> |
|-----------------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |      |                                                                                                                                                                                                                                                                      |
|---------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WE-WC Highway | 双西公路 | <p>Abbreviated forms of Western Europe-Western China Highway and “欧洲西部—中国西部”高速公路 respectively. Though the Chinese abbreviation means “Double West Highway”, the standard English abbreviation achieves the same effect and like “Two Sessions” can be looked up.</p> |
|---------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

#### 5.4.5 Documents and publications

**Table 10: Standardized English terms for documents and publications**

| <b>Standardized English term</b>                                                                               | <b>ST term</b>                   | <b>Comments</b>                                                                             |
|----------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------|
| Charter of the United Nations                                                                                  | 联合国宪章                            |                                                                                             |
| China's Arab Policy Paper                                                                                      | 中国对阿拉伯国家政策文件                     |                                                                                             |
| The National Interest                                                                                          | 国家利益                             | American magazine and website focusing on international affairs                             |
| Resolution 2274                                                                                                | 第 2274 号决议                       | United Nations Security Council resolution                                                  |
| Resolution 2344                                                                                                | 第 2344 号决议                       | United Nations Security Council resolution                                                  |
| <i>The Silk Roads: A New History of the World</i>                                                              | 《丝绸之路：一部全新的世界史》                  | Book title, by Peter Frankopan                                                              |
| Vision and Actions on Jointly Building Silk Road Economic Belt and 21 <sup>st</sup> Century Maritime Silk Road | 《推动共建丝绸之路经济带和 21 世纪海上丝绸之路的愿景与行动》 | Official document on the Belt and Road Initiative released in English for foreign audiences |

### 5.4.6 Concepts

**Table 11: Standardized English terms for concepts**

| Standardized English term                                | ST term      | Comments                                                                                 |
|----------------------------------------------------------|--------------|------------------------------------------------------------------------------------------|
| community of common interests and destiny (for humanity) | (人类)利益和命运共同体 | See 5.2                                                                                  |
| Five Principles of Peaceful Coexistence                  | 和平共处五项原则     |                                                                                          |
| Future Energy                                            | 未来的能源        | Official theme of Expo 2017 Astana                                                       |
| Great Unity                                              | 大同           | One of several common English translations of a Confucian concept from the Book of Rites |

All other terms were translated according to my own interpretation. Given the lack of a standardized English form in such cases, I approached the translation of these terms with the same semantic strategy as the rest of the translation, allowing the TT reader to make their own judgements about the terms and the way they are phrased.

## **Chapter 6: Applications: other issues**

This chapter examines how the translation theory and strategies discussed in **Chapter 4** impact on specific translation choices. It provides an overview of these choices, especially more problematic considerations and those which required amplifications, omissions, modifications to the ST message at the semantic or sentence level, and modifications to the ST formatting. Complicating factors that arose in making such choices include differences in knowledge background between the SL and TL communities, syntactic obligations, and the inherent semantic differences between so-called “equivalent” terms.

### **6.1 Glossing abbreviations**

The following abbreviations are used for the interlinear glosses in this chapter.

ADJ = adjective

OBJ = object

POSS = possessive particle

V = verb

### **6.2 Consistency**

While the idea of a consistently applicable translation for a term or phrase is appealing, in practice adherence to the principle of consistency can be more problematic than liberating. A SL term may possess many possible TL equivalents, all of which are similar in meaning but whose collocations in the

TL differ. For example, the Chinese terms “共同” (*gong tong*) and “共” (*gong*) could be translated into English as “together”, “common”, “shared (adj.)”, “joint” or “jointly”, which express the same or similar ideas but are used differently, both in terms of syntax and collocation. It is therefore necessary to vary the translation for the sake of syntactic agreement, and furthermore, given that all of these translations express roughly the same idea, it is also possible to vary the translation for the sake of collocation while remaining semantically faithful to the Chinese terms. In an example from my own translations, the term “共赢” (*gong ying*), often parsed or translated as “win-win”, must sometimes be broken into two semantic components to be translated as “joint success” in order to fulfil its syntactic role as a noun.

### 6.3 Syntax

Given that both Chinese and English preference subject-verb-object word order, it is often possible to arrange the elements of an English sentence very similarly to the elements in the corresponding Chinese sentence. In the case of possessive relationships however, the word order must often be inverted. The example in (1) is from the headline of **TT1**.

- |     |                                                                   |      |     |
|-----|-------------------------------------------------------------------|------|-----|
| (1) | “一带一路”倡议                                                          | 的    | 时代  |
|     | One Belt One Road Initiative                                      | POSS | Era |
|     | 意义                                                                |      |     |
|     | Significance                                                      |      |     |
|     | ‘the Significance of the Era of the One Belt One Road Initiative’ |      |     |



**(TT1, Line 3)**

Inverting the sentence as in (1) is an obligatory change, and does not significantly impact its meaning or effect. However, when multiple options for word order are available, I have tended towards the one which more closely resembles the order of the ST. This is because differences in word order can convey subtly different connotations, such as shifting the emphasis of the sentence. In general, where a sacrifice of one kind or another was necessary, obligatory and non-obligatory shifts in syntax were preferable to total lexical omissions. When in doubt about the communicative value of a particular sentence's arrangement, it was also worthwhile to consider whether the arrangement of elements in a ST sentence was obligatory or optional.

One distinct feature of Chinese syntax when compared to English is the frequent omission of sentence subjects where the subject is considered implicit. In these cases, it was necessary for me to determine and explicate the subject based on my own interpretation. Frequently the intended subject was clearly that of the immediately preceding sentence. However at other times this was not the case. The ellipsis indicates my own abridgement for the purposes of this example.

- (2)    习近平 ...    强调,            要    以    钉            钉子
- Xi Jinping    emphasized,   must   using   nail [V]            nail [OBJ]
- 精神   抓                    下去
- spirit   focus [V]            onward

‘Xi Jinping ... emphasized, we must maintain focus with a spirit of hammering in nails’

**(TT10, Lines 49-51)**

The only subject identified in the sentence in (2) is Xi Jinping, but given the context, he cannot be the sole subject of the next clause. In such cases, where the subject was ambiguous, I tried to retain a sense of that ambiguity. Usually this was done with the pronoun “we”, which is ambiguous, but appropriately so for a persuasive political text. Furthermore, I felt it aligned with the editorials’ general themes of unity and cooperation.

Frequent lack of tense markers and total lack of plural markers for nouns in Chinese creates a similar problem. Whereas such ambiguity is common in Chinese, a translator translating sentences such as (3) into English must make decisions one way or the other.

|     |          |      |                   |               |           |
|-----|----------|------|-------------------|---------------|-----------|
| (3) | 中国       | 同    | 联合国               | 有关            | 机构        |
|     | China    | with | United Nations    | related [ADJ] | mechanism |
|     | 签署       |      | “一带一路”            | 合作            | 协议        |
|     | sign [V] |      | One Belt One Road | cooperation   | agreement |

‘China has signed One Belt One Road cooperation agreementss with United Nations-related mechanisms’

**(T14, Line 45-46)**

Because the STs tend to indicate a future occurrence with the verb 将, as in, “中国将不断增大对周边的投入”, “China will ceaselessly expand investment into the periphery” (TT2, Line 52), either present perfect or present continuous seemed more likely. Given those options, a situation in the present perfect seemed more worthy of mention in such an editorial. Meanwhile given that the English plural covers all numbers other than one, and given the option in Chinese to specify singularity using numerals and classifiers, as in, “一项充满中国智慧的共同繁荣发展的方案”, “a plan for jointly prosperous development full of Chinese wisdom” (TT8, Line 19), plurality seemed more in keeping with the ST’s ambiguity.

A further lack of articles and many prepositions in Chinese, which are required by English syntax and critically impact meaning, continually forces translators to make interpretive decisions. These syntactically obligatory amplifications emphasize the need, even in a semantic strategy, for the translator to continually seek out the narrative of the text and its implications.

#### **6.4 Idioms and metaphors**

Chinese idioms and fixed phrases, usually consisting of four characters and known as 成语 (*cheng yu*), posed some of the most frequent roadblocks to a semantic translation strategy. They are also clear demonstrations of the impediment of differing knowledge backgrounds to such a strategy. Most of these terms have been carried into modern Chinese from Classical Chinese, and as such reflect the highly compact semantics and syntax of the latter, meaning

even heavier amplification is required to render them intelligible in an English TT.

In general I have taken as direct an approach to translating these idioms as is possible without impacting intelligibility. The expression in (4) is an example of this approach.

(4) 一 加 一 大于 二

one plus one greater than two

‘one plus one is greater than two’

**(TT2, Lines 28-29)**

Though not a *cheng yu*, the expression in (4) demonstrates that even where an equivalent TL expression exists, i.e. “the whole is greater than the sum of its parts”, it is not always necessary to substitute the expression in order to produce an intelligible one.

(5a) 聚 点 成 片

gather point take shape piece

‘gathering pieces to form a whole’

**(TT8, Line 60)**

(5b) 聚 同 化 异

gather common change/dissolve different

*bringing together what unites us and dissolving our differences*

**(TT4, Line 42)**

The various units of (5a) can be arranged in sequence with few amplifications to form a coherent metaphor. Meanwhile (5b) displays how the conciseness of these expressions cannot always be easily retained, sometimes becoming lengthy sentences. In contrast, there are also expressions which require significant amplification to make the relationship between the various elements clear:

- (6) 荣 损 相 依  
glory loss mutually/each other/together depend on  
'our glory or loss depends on one another'

**(TT4, Lines 31-32)**

In the case of (6), "our" and "or" are required to clarify the relationship between the sentence elements. Without these, one might assume that the relationship of interdependence being described is between the apparent subjects of "glory" and "loss".

In other cases, as in (7), omissions were required to translate the expression so as to not confuse TL audiences.

- (7) 放 之 四海 而 皆 准  
put down it The Four Seas and all apply  
'applies to all places'

**(TT7, Lines 55-56)**

In ancient China, seas were believed to surround the landmass of China on all sides. While retaining this culturally specific element would add flavour to the expression, the TT reader would likely not have the cultural context needed to understand that the “Four Seas” represented “everywhere”.

Sometimes a metaphor can be easily carried into the TT without loss, despite being an unfamiliar expression, as in the example of (8).

(8) 春 华 秋 实, 五 年

spring flowers [V] autumn bears fruit, five years

有成

succeed

‘As spring flowers and autumn fruits, five years have been a success’

**(TT14, Line 8)**

In other cases, a metaphor’s literal translation caused it to appear at odds with its surroundings. The metaphor in (9) could be translated in detail or else generalized.

(9) 中国始终在为“一带一路”的顶层设计和规划对接潜心耕耘

from start to finish China has ploughed and weeded single-mindedly on

One Belt One Road’s top-level design and interlinking of planning

from start to finish China has laboured single-mindedly on One Belt

One Road’s top-level design and interlinking of planning

**(TT10, Lines 16-18)**

This was one instance where I opted not to translate the metaphor in detail, going instead with the latter option of slight generalization. The metaphor here is frequently used in a more general sense to refer to hard work, and I felt that the verb “labour” captured the sense of this metaphor, without distracting the reader with potentially conflicting imagery.

**6.5 Handling imperfections, ambiguities and indirect quotations**

According to Newmark’s definitions of semantic and communicative translation, a semantic translation does not generally improve upon the communicative effect of the ST, in contrast to a communicative translation which may involve a “gain in force and clarity” (Newmark, 2001, p.42). I have followed this principle of the TT’s subservience to the ST in resolving particular issues with regards to imperfect use of language, ambiguities, and unverifiable quotations, as in the example of (10).

(10) “一带一路”倡议首次写入第七十一届联合国大会决议

‘the One Belt One Road initiative was for the first time written into a resolution of the 71<sup>st</sup> session of the United Nations General Assembly’

**(TT11, Lines 20-22)**

The implication here is evidently that this was the first time the initiative had been written into *any* United Nations General Assembly resolution. However, this is not what the ST says. As such, I felt it was my duty

to reflect this in the translation, rather than make any unfaithful modifications to improve its communicative effect.

In other cases, this principle allowed me to retain ambiguities and unusual use of language in the ST, rather than attempt to interpret the ST information in any way which could result in misrepresentation. Examples include “The One Belt One Road initiative, China’s public product offered to the world” (**TT14, Line 9**) (““一带一路”倡议，中国为全球提供的公共产品”) and “China does not restrict the scope of different countries” (**TT14, Lines 65-66**) (“中国不限制国别范畴”). Considering ambiguity can be used for rhetorical effect, I felt it preferable to leave such instances of ambiguity intact.

Meanwhile, instances where English-language politicians, journalists and authors were directly quoted in the STs posed unique and interesting problems. In particular, I could not track down the sources of two quotes from two Cold War-era American politicians, George Marshall and Clark Clifford. This was extremely problematic because while any quote in Chinese taken from an English-language source involves a kind of interpretation, and could nonetheless claim to be a direct quote, the same lenience is not permissible if both the original source and the quotation are in English. Accordingly, I was left with no choice but to translate the quotes back into English myself, remove the quotation marks and alter the grammatical person so as not to misquote the politicians to whom the statements were attributed.



(11) 时任美国总统特别顾问克利福德就说过, “我们担心的不是市场, 而是预防苏联扩大其控制范围”。

‘The American President’s special adviser at the time Clark Clifford said that what they were worried about was not the market, but preventing the Soviet Union from expanding its sphere of control.’

**(TT4, Lines 45-47)**

As a result, the TTs remain faithful to the rhetorical intentions and framing of the STs while avoiding outright misquotes.

Similarly problematic was the quoting of a Russian news publication referred to only as “导报”, a generic name for a newspaper roughly equivalent to *The Herald* in English. The original Russian name was not provided, nor could I find any Russian publications with an equivalent name in Russian from which the quote could have originated. To resolve this issue, I considered omitting the name itself and generalize the quoted source as “a Russian newspaper”. However, given that it was my preference not to omit any information from the STs entirely, I chose the equivalent term *Herald* (**TT14, Line 57**), which retained the ambiguity of the ST title. While this risked providing the reader with an incorrect English translation of the Russian newspaper’s name, given that I could not find the newspaper in question, it was also quite possible that the newspaper had no standard English name, which would make “导报” and “*Herald*” equally accurate foreign-language names.

On the other hand, I was able to find the English-language source for the quote in **ST11** attributed to the book *The Silk Roads: A New History of the World* by Peter Frankopan. However, due to slight alterations of the quote's semantic content, I did not feel that the original English-language quote accurately represented all of the nuance of the ST's Chinese translation.

(12a) Original quote from *The Silk Roads*:

“The immense resources being ploughed into the One Belt, One Road vision set out by Xi Jinping in 2013 strongly suggest that China is planning for the future.”

(Frankopan, 2016, p.389)

(12b) ST quote:

“习近平主席在 2013 年提出的‘一带一路’倡议以及中国为此做出的巨大投入，都充分表明中国在为未来着想。”

**(ST11)**

(12c) My semantic translation:

‘the One Belt One Road initiative announced by President Xi Jinping in 2013 as well as the huge investments China has put into it all amply show that China is considering the future.’

**(TT11, Lines 40-42)**

The Chinese quote in (12b) does not deviate too far from a word-for-word translation of (12a), as can be seen in (12c). However, to replace this

semantic translation with the original quote would mean losing elements of positive framing in the Chinese ST, carried by the words “President”, “investments”, “all”. In the original quote, words such as “resources” and “ploughed into”, while not negative, frame the efforts within the context of great power. Furthermore, overwriting my semantic translation with the original quote would mean deviating from the aims of my translation elsewhere—to provide readers with a sense of the way language is used in the STs. It would also mean deviating from my semantic translation strategy. For these reasons, I have decided to take the same approach as above of remaining faithful to the message of the source text by removing the quotation marks to create an indirect quote.

## **6.6 Formatting and punctuation**

As a general rule, I have tried to adhere the formatting of the STs in the TTs, in keeping with my greater aims. However, I have enlarged article titles and put them in bold for the sake of clarity.

I have left intact punctuation where I considered it to possess a communicative function that could be carried over into English, in particular where I did not wish to alter it on the basis of my own subjective interpretation. On the other hand, I made general alterations in cases where I considered the ST punctuation to be particular to Chinese orthography and where its function was supplanted by features of English orthography.

This resulted in occasionally unconventional punctuation for an English-language journalistic context, such as two ellipses concluding a series

of examples (**TT8, Line 39; TT15, Lines 39 and 57**). While unconventional, such retentions in my view do not impede comprehension of the ST message. Semicolons used to divide multiple sentences meant to be read as a series of demonstrative examples were also retained (**TT8, Lines 70-73; TT10, Line 61; TT13, Line 27; TT15, Lines 48-55**). While less common, such usage is not unheard of in English. Meanwhile, some lengthy sentences in the ST were divided into multiple sentences in the TT. It is very common for Chinese to use a single sentence divided by commas where multiple sentences separated by full stops would be used in English. This is usually where the sentences are considered closely related in terms of message, or are being presented as part of the same point. In most of these cases, I tried to remain faithful the style and form of the ST by leaving such sentence divisions intact and adding connecting prepositions or using infinitive verbs to retain this sense of continuity. However, where this approach was likely to hamper comprehension significantly, or where the communicative purpose of such formatting was unclear, I often rendered these as multiple sentences divided by full stops.

Quotation marks highlighting special terminology, unusual usage, political slogans, and the like were also retained, as these possess the same function in English. However, quotation marks are frequently used in Chinese to emphasize terms which in English might instead be capitalized. This means that “一带一路” almost always appears with quotation marks, whereas the same is not necessary for “One Belt One Road”, and therefore I have removed such emphatic quotation marks.

## **Chapter 7: Reflections**

In this thesis I have attempted to translate Chinese state media editorials in a way that will give the English-literate reader a clear sense of ST's use of language. Through careful documentation of the semantic and syntactic structures in the source text, I aimed to accurately convey their nuance and framing in the English translations. This strategy was also adopted in order to minimize my communicative and expressive role as translator, deferring to the source text in order to mitigate the risk of altering the message. Ultimately this allows English-literate readers to draw their own conclusions about the texts' implications.

Pursuing this strategy nonetheless created tensions between the form and vocabulary of the source texts on one the hand, and the demands and preferences of English and English-language audiences on the other. Resolving these tensions therefore required me to balance accurate documentation of the source texts with consideration for the target texts' audience, sometimes resulting in loss of elements in the source text message, and far more frequently in a diminished communicative effect.

This approach is not one that will align with the preferences of all translators, nor one that will produce translations that cater to the demands of all translation recipients and situations. Balances were frequently struck which resulted in language less elegant than English-language audiences are used to reading. Nonetheless, I believe translations characterized by close adherence to the source material's syntactic and semantic structures, and which prioritize

retention of the unfamiliar, are extremely valuable for the purposes of analysis and for readers hoping to gain a clear understanding of foreign perspectives. Furthermore, I believe that slightly unconventional language is a small price to pay for providing the reader with the accuracy of a semantically equivalent documentary translation, especially in the translation of authoritative primary source political texts.

## **Part II: Translations**

**The Spirit of the Silk Road, Linking the Past and Present to Begin a New  
Chapter (*Zhong Sheng*)**

**Focusing on the Significance of the Era of the One Belt One Road Initiative  
(Part I)**

**One Belt One Road contributes to bringing about the interlinking of development strategies between China, the periphery and Eurasian nations, weaving an ever more inseparable network of common interest, and upgrading the amalgamation of bilateral interests to even higher levels.**

In 2013, Chinese leaders proposed the joint construction of the two major initiatives of the Silk Road Economic Belt and the 21st Century Maritime Silk Road, together known as One Belt One Road. Acting as China's large-scale plan to deepen reform and opening-up, and advance periphery diplomacy, One Belt One Road received widespread attention from the international community and reactions were vigorous.

Over two thousand years ago, the courageous and industrious people of the Eurasian continent discovered many trade routes connecting the great civilizations of Asia, Europe and Africa, which later generations collectively referred to as the Silk Road. Despite experiencing baptisms of blood and fire on many occasions, the ringing of camels' bells and the flow of boats and oars was never entirely interrupted. Although ancient transportation and technological conditions were far inferior to today, merchants, sages, scholars and envoys eliminated difficulties and dangers, crossing countless rivers and mountains, using enormous perseverance and courage to establish and operate the Silk Road. Along the ancient Silk Road were countries great and small, but all received no small benefit from the Silk Road. Entering the 21st Century, facing numerous complicated international and regional circumstances, the unity and trust, equality and mutual benefit, inclusion and shared learning, and spirit of mutual success exhibited by the Silk Road is even more evidently important and precious.

Today, Asia is becoming an important engine of global economic growth, but at the same time it also faces new and old challenges, and the pressures of advancing or else being left behind. How to consolidate the situation of peaceful development in Asia, further coalesce Asian countries' common understanding and strength, and achieve full-scale revitalization, are the shared issues for Asian countries. It is in this context that the One Belt One Road initiative comes right on time.

Regional cooperation in Asia is flourishing with no signs of slowing, and is vigorously promoting Asia's peaceful development. However what one must take note of is that there



are still significant disparities between Asian regional cooperation and that of Europe and North America, and in particular, development imbalances between each subregion of Asia and a lack of close relations constitute no small impediment to deepening regional cooperation. As One Belt One Road begins linking the subregions of Central Asia, South Asia, Southeast Asia, West Asia and elsewhere, this holds benefits for interoperation according to surpluses and shortfalls, and the complimentary advantages between each region, establishing and amplifying Asia's production, supply, and value chains, and causing Pan-Asian and Eurasian regional cooperation to stride upward to a new level.

At present, profound changes are brewing in global trade, patterns of investment and the flow of funds, and Eurasian countries all lie at a crucial stage for economic transformation and upgrading. They must further tap into the potential of domestic demand within their region and within their own countries, create new points of economic growth, and strengthen their economies' internal force and their capacity to resist dangers. One Belt One Road construction includes the construction of infrastructure and innovations in organizational mechanisms. It holds benefits for improving business environments within the region and in all countries. It holds benefits for the orderly free flow and optimal allocation of key elements within the region. It holds benefits for the development of landlocked countries and the outlying areas of all countries. It holds benefits for reducing costs and barriers of trade and investment between all countries.

The histories, cultures and religions of all countries on the Eurasian continent are not the same. Their levels of development are all different. Their future development must display diversified advantages and walk diversified paths. Accordingly, connection of personnel, cultural exchange, and dialogue between civilizations is of crucial importance. Historically, the Silk Road was the crystallization of country-to-country and people-to-people exchange. Constructing One Belt One Road will unearth the ancient Silk Road's profound inner stores of civilization and culture. It will strengthen interpersonal relations among all countries, all domains, all strata and all religious beliefs. It will display the potential of cultural exchange, and further expand the basis of friendship among people of all countries.

One Belt One Road includes China's mid-west and coastal provinces, regions and municipalities, and sticks close to China's regional development strategy, New-Type Urbanization Plan and strategy of opening up to the outside. It will assist in pushing China to form a new pattern of complete openness—bringing about the interlinking of development strategies between China, the periphery and Eurasian nations, weaving an ever more inseparable network of common interest. It will upgrade the amalgamation of all parties' interests to even higher levels and allow the periphery countries to derive benefit from China's development, also causing China to derive benefit and assistance from the joint development of periphery countries.

One Belt One Road is the highlight of a new era for Chinese diplomacy, and in particular for peripheral diplomacy. Prosperously entering a beautiful future together deserves the shared anticipation of the people of this region and even the world.

**Openness and Inclusion, Hand-in-hand Development for Joint Success (*Zhong Sheng*)**

**Focusing on the Significance of the Era of the One Belt One Road Initiative  
(Part II)**

**One Belt One Road is not China's matter alone, but a shared undertaking for all countries. It is not a zone for China's sole benefit, but a zone of shared benefit for all countries.**

Whether it is the Silk Road Economic Belt or the 21<sup>st</sup> Century Maritime Silk Road, both use economic cooperation as their foundation and principal axis, and use cultural exchange as a significant support, with a cooperative philosophy of openness and inclusion contained within them. In the course of cooperating on the shared construction of One Belt One Road, China maintains its non-interference in the internal affairs of regional countries and does not seek leadership or power in regional affairs.

One Belt One Road is not an entity or mechanism, but a philosophy and initiative for cooperative development. It will amply rely on China's and associated countries' existing bilateral and multilateral mechanisms, drawing support from existing and effective regional cooperation platforms. Not only will One Belt One Road's construction not overlap or compete with existing cooperative mechanisms such as the Shanghai Cooperation Organization, the Eurasian Economic Union or the ASEAN-China "10 + 1", it may even give new meaning and vitality to these mechanisms.

Inheriting the ancient Silk Road's tradition of openness, and absorbing East Asian nations' open regionalism, One Belt One Road upholds the spirit of openness and inclusion. It does not create closed-off, rigid or xenophobic mechanisms. One Belt One Road does not start from zero, but rather is a continuation and upgrade of currently existing cooperation. All involved parties can begin stringing together existing and planned cooperative projects to form all-inclusive cooperation, striving to produce an integrated effect of "one plus one is greater than two."

At the same time, the One Belt One Road initiative's regional and international scope is also open. Countries along the ancient land and maritime Silk Roads and China's friendly neighbouring countries can all participate and enter. Central Asia, Russia, Southern Asia and Southeast Asian countries are the priority orientation, while the Middle East and East Africa are One Belt One Road meeting points. From a long-term view, European, Commonwealth of Independent States and African countries may also integrate and cooperate. In the future

course of One Belt One Road's many projects, the involved countries and entities may be even more, and its openness will also be even stronger.

The historical Silk Road was primarily an interoperation of goods according to surpluses and shortfalls. Today, One Belt One Road's categories of exchange and cooperation are far greater. Priority areas and early harvest projects may be infrastructure connectivity. They may also be the facilitation of trade and investment, and industrial cooperation. Of course, exchange in the humanities and exchange of personnel must not be neglected. All categories of cooperative projects and styles of cooperation are aimed at transforming the advantages of mutual political trust, geographic adjacency, and economic complementarity into the advantages of pragmatic cooperation and sustained growth. The goal is unimpeded flow, efficient government, a peaceful populace, mutual benefit, reciprocation and joint development.

In the course of the joint construction of One Belt One Road, China will uphold the proper view of justness and profit, placing morality first, with justness and profit undertaken concurrently. China will provide assistance as much as it can to developing countries and friendly neighbouring countries, wholeheartedly assisting developing countries to quicken development. China will ceaselessly expand investment into the periphery, actively advancing the periphery's interconnectivity, and exploring investment and financing platforms to build regional infrastructure. China must not only create an upgraded version of the Chinese economy, it must also use One Belt One Road and similar channels to create an upgraded version of Chinese openness toward the world, ceaselessly expanding mutually beneficial cooperation with all the world's countries and especially periphery countries.

One Belt One Road is not China's matter alone, but a shared undertaking for all countries. It is not a zone for China's sole benefit, but a zone of shared benefit for all countries. One Belt One Road construction, including early stages of research, is entirely open. China invites other countries to put forward constructive ideas and suggestions, to ceaselessly enrich and perfect One Belt One Road's philosophy, concept and planning, to pool wisdom for broad benefit, to plan and work as a group, and together author a new chapter of the Silk Road, together construct a community of common interests and destiny, and together create a beautiful and blessed future.

## One Belt One Road Manifests Openness and Inclusion

*Zhong Sheng*

In 2013, Chinese leaders proposed the joint construction of the two major initiatives of the Silk Road Economic Belt and the 21st Century Maritime Silk Road, leading to heated discussion and support from the international community. The world paid attention to One Belt One Road not only in order to explore development opportunities, but equally to read from it the line of thought behind China's handling of foreign relations in a new era.

One senior Singaporean academic, in an article commenting on One Belt One Road, chose to take a great historical viewpoint. In his view, One Belt One Road carries significant cultural implications, using ancient Chinese civilization's major spiritual elements of peace, openness and inclusion to exude self-confidence and manifest rejuvenation.

Examining One Belt One Road from the view of history and culture allows people to see a China outside of economic data. To examine this rising great power's future direction adds a layer of reference.

Over 2100 years ago, Zhang Qian of China's Han Dynasty went as envoy to the Western Regions. Since then, between the great lands of "*Huaxia*" and the various states of the Western Regions, "Messengers ride carrying orders, ceaselessly from month to month; Merchants, foreigners, peddlers and travellers pour through each day." Through Zheng He's act of "chiselling a way through", historians see the whole of Chinese civilization's "self-confident spirit, courage and atmosphere". Equally, on the Maritime Silk Road, what Zheng He's seven voyages to the Western Ocean brought were porcelain, tea leaves, silk and craftsmen, but did not bring governors, nor expansion or hegemonic ambitions.

From history to the present moment, the innate character of the Silk Road has not changed: unity and mutual trust, equality and mutual benefit, inclusion and shared learning, and the spirit of joint success run throughout it. At present, while accelerating its own development and bringing about national revitalization, China possesses the same conviction and dream as every nation along the Silk Road. For this reason China, on the basis of common consensus naturally formed in the course of cooperation with all countries, promptly proposes the One Belt One Road initiative. In reviving the Silk Road, hoping to revive the Silk Road as the road to the common dream of all countries.

China's vigorous actions to perfect the framework of regional cooperation do not mean that China is meticulously creating a regional order with itself at the centre. In the course of jointly constructing One Belt One Road, China will uphold the three principles of shared discussion, shared construction and shared enjoyment. It will uphold the proper view of justness and profit, placing morality first, with justness and profit developed

37 simultaneously. It will not interfere in the internal affairs of regional countries, nor will it  
38 seek leadership or power in regional affairs.

39         The ancient Silk Road's accumulated openness and inclusion will once more shine  
40 brilliantly in the course of One Belt One Road construction. One Belt One Road construction  
41 does not create closed-off, rigid or xenophobic mechanisms, and the initiative's regional and  
42 international scope is also open. If all countries pool their wisdom for wider benefit, plan  
43 and work as a group, only then can One Belt One Road's philosophy, concept and planning  
44 be ceaselessly enriched, thus bringing about the joint construction of a community of  
45 common interests and destiny, and jointly creating the initial aspiration of a beautiful and  
46 blessed future.

47         How does a China whose economy grows increasingly large, whose combined  
48 national strength accelerates endlessly, handle its relations with the world, and especially  
49 with periphery countries? For a time, this question has been asked over and over. Actions  
50 are greater than words, and through the investment of honest, hard work in the shared  
51 construction of One Belt One Road, the philosophy of common development upheld by  
52 China will in the end be understood by even more people. A Chinese civilization which from  
53 start to finish pursues the simultaneous adoption of compatible ideas, a sea that takes in a  
54 hundred rivers, will in the process of rejuvenation receive even more applause.

**Contributing Bricks and Tiles for Joint Development (*Zhong Sheng*—  
Objectively and Accurately Understanding One Belt One Road (1) )**

Editor's Note: Since China proposed the Silk Road Economic Belt and 21<sup>st</sup> Century Maritime Silk Road initiatives, it has drawn intense attention and ardent discussion from the international community. Some have asked, is this a Chinese version of the Marshall Plan? Does it conceal China's geostrategic intentions? Is it a mission that is impossible to accomplish? In response to the above questions, this newspaper will publish a series of articles starting from today to help readers more accurately, comprehensively and thoroughly understand the One Belt One Road initiative.

After the proposal of the One Belt One Road cooperative initiative, some discussed it alongside the Marshall Plan that the United States implemented after WWII. In fact, the two are fundamentally different.

The Marshall Plan came about in the time of the Cold War, from its inception carrying the heavy colouration of ideology and an air of divisive and competitive opposition. This project, labelled the European Recovery Program, explicitly excluded eight socialist Eastern European countries. One of the plan's primary sponsors, the then American Secretary of State George Marshall himself, had directly and frankly warned Western Europe that to any countries which voted to elect a communist party to power, the assistance set out by the European Recovery Program would be immediately ceased. This method of assisting with one hand while suppressing with the other, clearly reflects the limitations of the times in the Marshall Plan.

In the present world's greater trends of peace, development, cooperation and joint success, One Belt One Road emerges in accordance with destiny. It is a newborn of the times. It inherits the Silk Road established by the ancients and the genes of pursuing exchange and cooperation, while also brimming with aspirations to wash off the remnants of the Cold War and explore new models of global governance. With the world's developments of multipolarization, economic globalization, cultural diversification and social informatization up to today, human society increasingly strides toward a community of common destiny where we are safe or in danger together, and our glory or loss depends on one another. One Belt One Road complies with this trend, abandoning institutional pattern prejudice, transcending ideological constraints. What it seizes is this highest common factor. What it wishes for is for oneself to live well and also for others to live well. What it believes in is everyone piling firewood to make the flames high, and in helping one another to go far. There are countries along its path which walk the road of socialism and also those which engage in capitalist systems. There are both those which believe in

Buddhism and also those founded on Islam. There are both those which recognize a Western value system and also those which follow Eastern philosophies. One Belt One Road works to connect these differences, to promote mutual coordination on the basis of seeking common ground where differences exist. It taps into the complimentary potential brought by bringing together what unites us and dissolving our differences, contributing bricks and tiles to build a world of joint development.

The Marshall Plan appears to be an economic assistance plan, yet its ultimate objective lay in the hegemony of a great power. The American President's special adviser at the time Clark Clifford said that what they were worried about was not the market, but preventing the Soviet Union from expanding its sphere of control. Even for Western European countries, the Marshall Plan also attached many unfair conditions in its assistance, burying the "catch" of meddling with the internal economic policies of all the countries of Western European.

One Belt One Road follows equality and pursues mutual benefit. The ancient Silk Road criss-crossed ten thousand *li* and stepped across one thousand years. Its crux lay in that it did not only benefit the Chinese people, but moreover people of every nation along its path. It promoted full-scale prosperity and progress for all countries of the Eurasian continent. In a new era, the marrow of One Belt One Road lies precisely in enhancing the good tradition of equality and mutual benefit, upholding the good practice of not attaching any conditions, and seeking the good result of shared development for all countries along its path. One Belt One Road pursues the principle of voluntary and equal participation, with each country along its path participating and entering entirely according to that country's own interests. As the initiator of this proposal, China will not only welcome all parties to be passengers on the fast train of Chinese development, to hitch a ride, but to devote themselves to pushing all countries to bring about the interlinking of their development strategies, and will not engage in unidirectional output or impose on people. In the next stage, the crucial step in advancing One Belt One Road construction is equal consultation with every country along its path, together formulating schedules and roadmaps, together enriching and perfecting the content and manner of cooperation, and advancing One Belt One Road to transform from a proposal into real results.

Today's world no longer needs a Marshall Plan. What it needs is a cooperative blueprint for shared discussion, shared construction and shared enjoyment by all countries. What One Belt One Road reveals is just such a beautiful picture.

**Upholding Shared Discussion, Shared Construction and Shared Enjoyment  
from Start to Finish (*Zhong Sheng*—Objectively and Accurately  
Understanding One Belt One Road (2) )**

Recently, views have emerged from time to time suspecting China of wishing to dominate the Eurasian continent and vie over its sphere of influence via One Belt One Road construction. Such worries are unnecessary. China has in the past been “dominated” and “influenced”, has consumed enough of its bitterness, and opposes it from the bottom of its heart, knowing well that that road does not go far, does not let one through. We must transcend old ways of thinking and open up a new path.

One Belt One Road does not engage in a “hall of one voice”. It is committed to all parties sharing discussion, sharing construction and sharing enjoyment. One Belt One Road construction will adhere to the objectives and principles of the Charter of the United Nations and manage relations between the interests of all countries on the basis of the Five Principles of Peaceful Coexistence. All countries along its path, whether big or small, strong or weak, rich or poor, are equal participants in One Belt One Road. All may actively have their say and offer suggestions, and none will be able to wave their hands and stamp their feet toward other countries over how to develop. One Belt One Road is not China’s “solo”, but a “symphony” of joint participation from all countries. The proposal from the Chinese side provides a basis for all parties’ substantive participation in One Belt One Road, and going forward will seek economically advantageous complementation and the linking of development strategies via bilateral and multilateral connected negotiations, ensuring that One Belt One Road is the result of joint decision-making and joint action.

One Belt One Road does not engage in a “closed-door system”. It maintains openness and inclusion. Aside from the countries along its path, all constructive participation from all countries of the world as well as international and regional organizations will be welcomed. The Chinese side has on many occasions expounded upon the One Belt One Road initiative, and has also specially visited the financially developed Americas and Europe to introduce the situation regarding preparations to construct the Asian Infrastructure Investment Bank and such supporting financing mechanisms, hoping to take in the strength of even more countries and entities to work together on this great undertaking. Joint construction of One Belt One Road will follow international regulations, display the decisive function of the market in resource allocation, and encourage all countries and all forms of enterprise to actively participate. One Belt One Road will not replace existing regional mechanisms of cooperation, but will seek to coordinate and cooperate with these mechanisms and initiatives, not in the least coherent with a monopolizing and exclusive “sphere of influence”.



38           One Belt One Road does not have military or security considerations, and from start  
39 to finish is focused on economic cooperation and cultural exchange. Many countries along  
40 the path of One Belt One Road are developing countries, and to bring about development is  
41 the shared hope and expectation of the people of every country, and also the “master key”  
42 to safeguarding long-term regional peace and stability. One Belt One Road construction is  
43 devoted to communication on policy, connection of facilities, unimpeded trade, flow of  
44 capital and the interlinking of the people’s will in every country along its path, to use  
45 collaborative development to create a community of common destiny, to use sustainable  
46 development to construct a foundation for regional peace and security.

47           If One Belt One Road has some strategic intention for Asia, then that is to derive  
48 benefit from the vitality of Asian development and a China with potential, hoping to benefit  
49 Asia, to develop together, and to transform the geographical advantages of every Asian  
50 country’s connecting mountains and rivers into real development results, upgrading Asia’s  
51 position in global supply chains, production chains and value chains to bring about linked  
52 development and full-scale revitalization in Asia.

53           If One Belt One Road has some geopolitical influence, then that is bringing about  
54 interconnectivity and cooperative development for countries along its path, inevitably  
55 causing massive development potential to burst forth, to promote global economic growth  
56 to become increasingly vigorous, and to safeguard total world peace to create a stable base.

57           These kinds of strategic intentions and geopolitical influences will benefit the whole  
58 world. They will benefit all of humanity. A China striving for this will be the happiness of Asia  
59 and the fortune of the world.

**Using Vigorous Action to Create Bright Prospects (*Zhong Sheng*—Objectively and Accurately Understanding One Belt One Road (3) )**

The One Belt One Road initiative is arousing a new wave of regional cooperation. However there are still those who hold onto a pessimistic and negative attitude towards it, even so far as to fear that it will be abandoned halfway amid countless difficulties, ultimately coming to nothing.

One cannot deny that One Belt One Road faces more than a few political, safety and economic hazards. However, like those legendary stories of treasure hunts we see, in which of those did ever more mechanisms encountered along the way and ever more trials and tribulations not indicate ever more ample treasure, waiting to be unearthed? Difficulties and hazards are not sufficient to become obstructions to our cause of seeking beautiful objectives.

One Belt One Road contains the profound potential of the development and revival of countries along its path. Concentrated along its routes are numerous emerging market countries and developing countries, with a total population of 4.4 billion and economies amounting to approximately 21 trillion US dollars, accounting for about 63% and 30% of the world respectively. Involved countries are mostly in the early stages of industrialization. In natural resources each is endowed with strongpoints, the complimentary nature of their economies is rather strong, and their potential for cooperation is massive. Close to two thirds of the world population earnestly yearn for a beautiful existence, and will provide a formidable force for economic and societal development and open up vast spaces.

One Belt One Road condenses involved countries' common cooperative understanding. In the past few years, many countries have accelerated the pace of their economic diplomacy, with ever more free trade agreements cropping up and regional cooperation blossoming all over. One by one, Kazakhstan, Mongolia, Turkey, Indonesia and others have put forward concepts for cooperation related to the Silk Road and, it could be said, coming in line with China of their own accord. One Belt One Road both aligns with China's development needs and echoes every country's desire for cooperation, upon its proposal receiving the recognition and support of the nearly 60 countries along its path. At present, China has already signed cooperation agreements relating to the construction of One Belt One Road construction with Russia, Tajikistan, Kazakhstan, Qatar, Kuwait and others.

One Belt One Road has expediated a set of early harvest projects which demonstrate its effects. In just over a year, a set of key cooperative projects with ripe conditions have already broken ground. Infrastructural connectivity projects including the China-Russia Tongjiang Rail Bridge, the China-Pakistan Gwadar Port East Bay Expressway, the China-

Kazakhstan Lianyungang logistics transfer base, the China-Myanmar natural gas pipeline, Line D of the China-Central Asia natural gas pipeline, and others are making solid progress. A set of industrial parks constructed in cooperation with Russia, Malaysia, Belarus and others have launched in succession. China has signed agreements with India, Russia, Poland and other countries relating to cooperation on ecological and environmental protection, and has signed maritime cooperation documents with Sri Lanka, Maldives and other countries.

One Belt One Road has increasingly solid support. The Asian Infrastructure Investment Bank, Silk Road Fund, the under-construction BRICS Development Bank, the proposed Shanghai Cooperation Organisation Development Bank and others will also contribute strength to the shared construction of One Belt One Road. The long and intimate cultural exchange of countries along the route also ceaselessly rams the societal foundations of the shared construction of One Belt One Road. According to the statistics, in the next five years, China will convey 150 million tourists to countries along the route, at the same time drawing in 85 million tourists to travel to China, driving One Belt One Road to become a path to an interconnected will of the people.

One Belt One Road, this is China's major opportunity for cooperative, joint success with the countries of Asia, Europe and Africa. It is an achievement of a thousand autumns for the benefit of all countries and peoples of the world. Following the successive advancement of every construction project, One Belt One Road's vigorous effects and bright prospects will reveal themselves before the people with increasing clarity. Let us get moving, and together compose a brand new, magnificent chapter spanning the Eurasian continent and crossing vast oceans.

## **Unfolding the Magnificent Blueprints—The Shared Construction of One Belt One Road (*Zhong Sheng*)**

**Five major philosophies and four major actions will sing the powerful song of a new era for joint China-Arab construction on One Belt One Road, driving all areas of China-Arab cooperation to hasten development, and initiating comprehensive China-Arab cooperation and a beautiful future of cooperative relations on joint development strategy.**

At 60 years since the opening of China-Arab diplomatic relations, China's most senior leaders take the lectern for the first time at the headquarters of the Arab League—21 January, President Xi Jinping gave an important speech at the headquarters of the Arab League entitled "Jointly Founding a Beautiful Future for China-Arab Relations", expounding upon China's Middle East policy positions. For the shared construction of One Belt One Road he put forward peace, innovation, leadership, governance and blending as five major philosophies, and unveiled promoting stability, innovative cooperation, linking production capacity and enhancing friendship as four major actions. He furthermore announced a series of major cooperative actions directed at the Middle East and Arab countries.

In 2014 in Beijing, at the opening ceremony of the 6<sup>th</sup> ministerial meeting of the China-Arab States Cooperation Forum, President Xi Jinping put forward a strategic concept for joint China-Arab construction of One Belt One Road, and further proposed a "1 + 2 +3" structure for China-Arab cooperation. In 2016 in Cairo, President Xi Jinping opened a new chapter for the implementation of joint China-Arab construction of One Belt One Road, and for the long-term development plans of further connecting China with Arab countries starting from the 13<sup>th</sup> Five-Year Plan, achieving common development and common prosperity to invest into new momentum.

The joint China-Arab construction of One Belt One Road must deepen the fusion of regional interests through mutually beneficial cooperation and achieve common safety on the basis of collaborative development. Peace and development are the world's themes. Without peace, China along with Arab countries cannot develop smoothly. Without development, China along with Arab countries cannot achieve lasting peace. Since long ago, Arab countries have from start to finish never walked out of the vicious circle of "Middle Eastern turmoil", and the problem's roots are in development. The joint construction of One Belt One Road while bringing about mutually beneficial joint China-Arab success will also assist the close ties of economic cooperation between Middle Eastern countries, upgrading the level of local economic integration and using developmental prosperity to suppress factors of turmoil and conflict.

38           The joint China-Arab construction of One Belt One Road must innovate cooperative  
39 lines of thinking, free cooperative potential, and breed new economic cooperative growth.  
40 Arab countries are China's greatest energy partner and an important engineering contractor  
41 and overseas investment market. Bilateral cooperation in the energy, finance and aerospace  
42 sectors is stepping out at a solid pace. At present, China and Arab countries all lie at a crucial  
43 stage in the escalation of their industrialization transformations, and all face heavy  
44 responsibilities in developing their economies and improving their people's livelihood. Both  
45 sides must create a "petroleum plus" model of cooperation, building reciprocal, mutually  
46 beneficial, safe, reliable, long-term and friendly strategic cooperative relations on energy.  
47 They must create high-standard free trade zones, economic cooperation zones and  
48 industrial parks to provide solid cooperation platforms for interlinking cooperation on  
49 production capacity. They must create marketized and sustainable funding models, broaden  
50 finance channels, and break financing bottlenecks for major cooperative projects. They must  
51 create cooperative highlights in nuclear energy, aerospace, new energies, and other high-  
52 tech fields, upgrading the stage and level of pragmatic China-Arab cooperation.

53           The joint China-Arab construction of One Belt One Road must strengthen the  
54 exchange of experience in governance and walk together as partners along the path of  
55 independent exploration. There is no development path in the world that applies to all  
56 places. Only a development path that can continually benefit the people can be the one  
57 with the most vitality. China will establish a "China-Arab Research Centre on Reform and  
58 Development" to embody the aspiration and determination of the path of bilateral, hand-in-  
59 hand exploration and development. Only with roots in our own deep historical origins,  
60 possessing a firm base in reality, and reflecting the broad aspirations of the people of our  
61 own countries can we find the road to reform, development and stability in keeping with  
62 the national conditions of our own countries, and find the basis to establish lives under long-  
63 term government and lasting peace.

64           The joint China-Arab construction of One Belt One Road must strengthen dialogue  
65 between civilizations, combine the people's will, and condense the people's knowledge to  
66 make China-Arab relations run deep and far. One Belt One Road construction advocates for  
67 different civilizations and different cultures to "intersect and connect", and not to "intersect  
68 and hate". In his speech, President Xi Jinping declared that China will implement a "100-  
69 1000-10,000" project for the advancement of friendship, with its eyes on the mutual  
70 learning of civilizations, and covering two-way translation of ancient texts, communication  
71 between think tanks, the training of personnel, exchange visits for artists and many other  
72 elements. This series of actions will sow the seeds of unity and friendship among the  
73 Chinese and Arabian people, with particular focus on youth, allowing talent and thought to  
74 flow throughout One Belt One Road.

75           Not long ago the Chinese government issued "China's Arab Policy Paper", tracing a  
76 brand new outline for mutually beneficial China-Arab cooperation, and drawing up a  
77 beautiful blueprint. Today, the five major philosophies and four major actions put forward  
78 by President Xi Jinping will sing the powerful song of a new era for joint China-Arab  
79 construction on One Belt One Road, driving all areas of China-Arab cooperation to hasten

80 development, and initiating a beautiful future of comprehensive China-Arab cooperation  
81 and joint development strategy partnerships.

**Interlinking Development Strategies, One Belt One Road Picks Up Speed Again (Zhong Sheng)**

**China and all the world's countries, hand in hand, are creating a community of common destiny for humanity, letting the ever happier and more beautiful gait of the lives of all countries' peoples ceaselessly stride forward.**

At once an act of "visiting the relatives" in traditionally friendly countries, and a journey to pick up speed in One Belt One Road construction. From 17 to 24 June, Chinese President Xi Jinping conducted state visits at the invitation of Serbia, Poland and Uzbekistan, also visiting Tashkent to attend the 16<sup>th</sup> Meeting of the Heads of State Council of the Shanghai Development Organisation. Chairman Xi Jinping took One Belt One Road construction as the main line on this trip, relying on traditionally friendly countries and radiating out to the two big regions of Central-Eastern Europe and Central Asia and the important platform of the Shanghai Cooperation Organisation. This is an important step in perfecting the overall layout of China's foreign affairs.

Three years ago, when Chairman Xi Jinping visited Central Asia, he put forward the initiative of jointly constructing a Silk Road Economic Belt. One Belt One Road offered to the world a plan for jointly prosperous development full of Chinese wisdom. Today, having preliminarily completed the plan and layout, how will One Belt One Road construction, currently striding ahead in the stages of taking root, careful cultivation and persistent development, bring about new developmental leaps? In the first Central-Eastern European country to build strategic partnerships with China, President Xi Jinping proposed using "16 + 1 cooperation" to create an important bearing point of the One Belt One Road initiative's integration into the European economic circle. At the confluence of the Amber Road and the Silk Road, President Xi Jinping put forward a five-point proposal for One Belt One Road construction of working with a common purpose, prominent important points, tight-knit cooperation, optimized mechanisms, and intelligence first. In Uzbekistan at the Legislative Chamber of the Supreme Assembly, President Xi Jinping put forward the next stage in development thinking on One Belt One Road, that is, constructing a mutually beneficial network of cooperation for One Belt One Road, jointly innovating new models of cooperation, breaking ground on diverse cooperation platforms, advancing projects in key areas, and striving hand in hand to create a Silk Road with the four main aims of "green, healthy, smart and peaceful". The project unveiling of the Hebei Iron and Steel Group acquisition of the Smederevo steelworks, the first journey of the China-Europe Express reaching Europe (Poland), the video connection of the Angren-Pap Railway tunnel completion ceremony, the formal implementation of the first multilateral economic cooperation corridor—the "Outline of the Plan for Constructing the China-Mongolia-Russia

Economic Corridor” ..... followed from the footprints of the Chinese leader’s visit to Central-Eastern Europe and Central Asia, as One Belt One Road activates greater and greater cooperation potential, illuminating the beautiful dream of shared development prosperity of all countries along its path.

Upgrading China-Serbia relations to comprehensive strategic partner relations, upgrading China-Poland Relations to comprehensive strategic partner relations, upgrading China-Uzbekistan relations to comprehensive strategic partner relations... on this trip President Xi Jinping pushed for raising China’s relationship with these three traditionally friendly countries to historical new levels. The strategy of upgrading bilateral relations to even higher levels links up with pragmatic cooperation: The China-Serbia agreement to jointly advance One Belt One Road construction strengthens Serbia’s national development strategy along with One Belt One Road construction, and the interlinking of cooperation between China and Central-Eastern European countries, implementing the joint construction of One Belt One Road on the basis of concrete projects. The China-Poland agreement to the major initiative of linking cooperation between China and Central-Eastern European countries into the European Union promotes the development of comprehensive China-Europe strategic partnerships. The China-Uzbekistan agreement to use the joint construction of One Belt One Road as the main line of pragmatic cooperation between the two countries upholds the principles of shared discussion, shared construction and shared enjoyment, strengthens the linking of development strategies, amply unearths potential for economic cooperation and actively promotes cooperation on production capacity. Using points to create an area, gathering pieces to form a whole, the steady upgrading of China’s levels of cooperation with the three countries of Serbia, Poland and Uzbekistan also provides further impetus to China’s mutually beneficial cooperation with Central-Eastern European and Central Asian countries.

Over the course of 15 years of development, the Shanghai Cooperation Organisation has already matured into one of the most lively and influential international cooperation mechanisms. At this new starting point of following the past while heralding the future, how can the SCO keep tight pace with the times and always keep its liveliness and vigour? With feet planted in the present and facing the future, Chinese leaders offer a suggestion: that all parties respond to the vigorous enrichment of the “Shanghai Spirit”, upholding the roots of this organization’s development; uphold security as priority, strengthening the foundation for this organization’s development; expand pragmatic cooperation, extending the path of this organization’s development; lay a cultural foundation, building the bridge of this organization’s development; uphold openness and inclusion, strengthening this organization’s cooperative force. The five-point suggestion both advances the SCO’s leading spirit of unity and mutual trust and is also a practical effort to promote the flourishing foliage of the SCO. “China vigorously promotes the linkage of One Belt One Road construction with the development strategies of all countries, and hopes that the Shanghai Development Organisation will consequently display vibrant results and create even more opportunities for cooperation.” The SCO is a major platform of One Belt One Road construction. One Belt One Road is also further strengthening the cohesion and operative power of the SCO.



82           Strengthening traditional friendships, enriching the “Shanghai Spirit”, and jointly  
83 initiating new splendour for One Belt One Road, hand in hand. On his trip to Central-Eastern  
84 Europe and Central Asia, Chairman Xi Jinping obtained perfect success. China and all the  
85 world countries, hand in hand, are creating a community of common destiny for humanity,  
86 letting the ever happier and more beautiful gait of the lives of all countries’ peoples  
87 ceaselessly stride forward.

Target Text 9 (4 Jan 2017)

**China—Central Asia, One Belt One Road Jointly Creates Brilliance (*Zhong Sheng*)**

**Through 25 years of development, relations between China and Central Asian countries have already become the model of a new type of state relations and regional cooperation.**

At the beginning of January 2017, China ushered in the 25<sup>th</sup> anniversary day of commemoration for the establishing of relations successively with the five Central Asian countries, Uzbekistan, Kazakhstan, Tajikistan, Kyrgyzstan and Turkmenistan. Standing at a new historical starting point, the Chinese people, together with the people of every Central Asian country, jointly look back upon the history of friendly associations and look forward to a beautiful cooperative future.

Over thousands and hundreds of years, the travelling merchants and scholars winding forward through the great Gobi Desert, along the roadside scattering the dazzling tinder of Chinese civilization. The plentiful produce and unique culture of Central Asian countries also flowed ceaselessly into the hinterlands of the Central Plains, and the Silk Road's spirit of peaceful cooperation, openness and inclusion, mutual learning from one another's example, mutual benefit and joint success has long since been deeply integrated into the soul and blood of the Chinese people and all the peoples of Central Asia.

Following the footsteps of history as they stepped into the 1990s, relations between China and Central Asian countries ushered in a major historical moment. From New Year in 1992, the entire world was still astonished by the shocks of the Soviet Union's disintegration, and the Chinese government rapidly made the political decision to establish diplomatic relations with the five Central Asian countries. From 2 to 6 January that year, a Chinese government delegation to Central Asia carried out a "whirlwind style" visit, on five consecutive days separately signing communiques to establish diplomatic relations with the five Central Asian countries, formally declaring the establishment of foreign relations and beginning a new era of relations between China and Central Asian countries.

In the 25 years since the establishment of diplomatic relations, relations between China and Central Asian countries have roughly experienced three stages. The first stage was from 1992 to 2001, and this was the stage of China and Central Asian countries establishing foreign relations and the beginning of the two sides launching their cooperation. In this period, China passed friendship agreements with the three countries of Kazakhstan, Kyrgyzstan and Tajikistan, perfectly resolving border issues left by history, and causing more than 3300km of shared borders between China and Central Asia to become borders of friendship and cooperation, laying a solid foundation for the further upgrading of

China and Central Asian countries' bilateral relations. The second stage was from 2001's establishment of the Shanghai Cooperation Organisation to 2012, and this was the period of China's cooperation with Central Asian countries completely unfolding and of rapid development. The Shanghai Cooperation Organisation's establishment and development expansion offered important platforms for China and Central Asian countries to launch all-round cooperation and for the process of promoting regional integration. The third stage is from 2013's proposal of the major initiative of One Belt One Road, up till today. Taking the shared construction of One Belt One Road as its symbol, China's relations with Central Asian countries are stepping into a new period of creating a community of common interests and seeking collaborative development.

Through 25 years of development, relations between China and Central Asian countries have already become the model of a new type of state relations and regional cooperation. In the domain of politics, China and Central Asian countries have achieved "full coverage" in strategic partnerships. China resolutely opposes external forces meddling in Central Asian countries' internal affairs and supports all countries of Central Asia to walk development paths in keeping with the national conditions of their own countries and to make great efforts to guard their independence, sovereignty and territorial integrity. Central Asian countries firmly support the Chinese side in issues such as in Taiwan, Tibet and the South China Sea. In the domain of trade, facing the world economy's weak recovery and the unfavourable situation of the price of large amounts of goods internationally continuing to linger in low places, in recent years China's total trade with Central Asian countries still remains at the fairly high level of 30 billion US dollars, truly not easy. In the domain of safety, China and all parties, hand in hand, are striking at drug traffickers, trans-national organized crime, and the "three forces", and responding shoulder-to-shoulder to regional threats and challenges, together working for the protection of regional safety and stability. In the domain of culture, cultural exchange between China and Central Asian countries grows livelier by the day, with literature and art groups exchanging frequently and high-quality cultural shows always held and always new, and with the people's understanding ceaselessly deepening.

In 2013, President Xi Jinping proposed the major initiative of the shared construction of One Belt One Road, pouring new and powerful force into China's cooperative development with Central Asian countries, and with Central Asian countries enthusiastically responding and actively participating. In the past 3 years, all the countries of Central Asia decided to link their respective development strategies with One Belt One Road construction, and working to bring about national revitalization and joint development through deepened pragmatic cooperation with China in every domain. In the area of interconnectivity, all parties are accelerating the perfection of construction in highways, railways, ports, pipelines, communication lines and shipping networks, actively launching land and sea connections and working hard to create a modernized "Three-Dimensional Silk Road". In the area of cooperation on production capacity, the two countries of China and Kazakhstan are leading the way, combining forces to explore new methods of international production capacity. In the area of financial cooperation, Central Asian countries are vigorously participating in forming the Asian Infrastructure Investment Bank, working hard

81 to explore new financing methods for One Belt One Road construction, ceaselessly  
82 expanding cooperation with the Chinese side in the area of local currency payments and  
83 settlements.

84 Historically, China and Central Asian countries once jointly created the brilliant,  
85 flourishing age of the ancient Silk Road. Today, riding on the eastern winds of the shared  
86 construction of One Belt One Road, China and Central Asian countries' thousand-year-long  
87 companionship will blossom forth in even more gorgeous youthfulness.

**Eyes on One Belt One Road's Beijing Invitation (*Zhong Sheng*)**

**Over three years of meticulous arrangement and deep advancement has made the scope of cooperation and long-term significance of One Belt One Road more prominent by the day.**

On the 17<sup>th</sup> January, President Xi Jinping attended the opening ceremony of the World Economic Forum's 2017 annual meeting in Davos and gave a keynote speech in which he extended an invitation to the world—In May of this year, China will host the Belt and Road Forum for International Cooperation in Beijing, for shared discussion of large-scale cooperation programs, shared construction of cooperation platforms, and shared enjoyment of the results of cooperation, seeking programs to solve the problems facing present world and regional economies and investing new energy into achieving an interconnected style of development, allowing One Belt One Road construction to even better benefit the people of all countries.

In the 3 years since the One Belt One Road initiative was proposed, from start to finish China has laboured single-mindedly on One Belt One Road's top-level design and interlinking of planning. With 2014's "Strategic Plan for Silk Road Economic Belt and 21<sup>st</sup> Century Maritime Silk Road Construction" and 2015's foreign-released "Vision and Actions on Jointly Building the Silk Road Economic Belt and the 21<sup>st</sup> Century Maritime Silk Road", at present China already has over 100 countries and international organizations actively responding in support. China has already signed cooperation agreements with over 40 countries and international organizations on the joint construction of One Belt One Road. One Belt One Road's circle of friends is ceaselessly expanding. Analysing the cause of the broad welcome One Belt One Road has received, the Chairman of America's Kuhn Foundation Robert Kuhn pointed out that the One Belt One Road initiative is not only in keeping with proper action for the interests of all humanity, it is also an important concept for safeguarding world stability. It not only allows China to hopefully achieve coordinated, green and peaceful development, it also offers advantages to countries along its path, even possessing a vitally important role in renewing and balancing the world economy.

Over three years of meticulous arrangement and deep advancement has made the scope of cooperation and long-term significance of One Belt One Road more prominent by the day. Relevant forums such as the One Belt One Road media cooperation forum and the One Belt One Road summit forum are being held in succession, providing platforms for deepened understanding, exchange of dialogue and pragmatic cooperation in many areas. In 2015, China's bilateral trade volume with countries along the path of One Belt One Road broke 1 trillion US dollars, while the volume of direct investment from Chinese enterprises

toward countries along the line was close to 15 billion US dollars. On 17 November 2016, the Security Council of the 71<sup>st</sup> session of the United Nations General Assembly, after passing Resolution 2274 including details on the advancement of the One Belt One Road initiative in March of that year, for the first time wrote the One Belt One Road initiative into a resolution, receiving 193 member states' unanimous approval and embodying the international community's universal support for the advancement of the One Belt One Road initiative. An article published on American website The National Interest considers the One Belt One Road plan to be not only a grand economic plan, but also a model for global relations and governance, with China leading all of humanity to build a united, harmonious and prosperous world.

The more focused on long-term development strategies, the more inseparable from step-by-step plans and summaries. Just as General Secretary Xi Jinping emphasized in August 2016 at a symposium on advancing One Belt One Road construction work, we must maintain focus with a spirit of hammering in nails, and push One Belt One Road construction ahead step by step, allowing One Belt One Road construction to benefit all countries and all people along its path.

In the greater background of a world economy recovering feebly, and waves of "anti-globalization" going against the current, despite present One Belt One Road construction advancing smoothly, and early harvests heavily laden with fruit, it still faces some long-term development issues, urgently requiring candid exchange, pooling wisdom for broad benefit, and condensing common understanding with countries along its path. China's hosting of the Belt and Road Forum for International Cooperation is perfectly timed, on the one hand for countries along its path to jointly assist with a great undertaking, jointly plan the future, and advance with all our strength the blueprints of One Belt One Road construction to take root; on the other hand also to build platforms, to directly face together with all countries the opportunities and challenges of the times, and to explore cooperative models for coordinated connection and open, joint success.

With eyes on May's Beijing invitation, we anticipate One Belt One Road construction ushering in a new start, and we anticipate international economic cooperation's shining new life.

1           **Anticipating the New Voyage of One Belt One Road (*Zhong Sheng*)**

2  
3           **Precisely as One Belt One Road construction lies at the crucial point of total**  
4 **advancement, hosting a summit forum complies with the international community's**  
5 **universal needs, and will push for deepening partner relations with countries along the**  
6 **path and the implementation of interconnected development.**  
7

8           With the Belt and Road Forum for International Cooperation entering a one-month  
9 countdown, the summit forum's preparatory work is underway in a din of gongs and drums,  
10 and the international community's and attention and anticipation of the summit forum from  
11 is getting hotter with every day. The world anticipates that the forum will become a  
12 beneficial platform for strengthening coordination, deepening connectivity, and advancing  
13 international cooperation, and anticipates that from here One Belt One Road construction  
14 will enter a new voyage.

15           The anticipation has its origins in common understanding. The One Belt One Road  
16 initiative complies with current trends. The three years since its proposal has given rise to  
17 wide-ranging responses from the international community. Worldwide over 100 countries  
18 and international organizations have jointly participated, and over 40 countries and  
19 international organizations have signed cooperation agreements with China, forming a  
20 broad international cooperation consensus. On 17 November 2016, the One Belt One Road  
21 initiative was for the first time written into a resolution of the 71<sup>st</sup> session of the United  
22 Nations General Assembly. On 17 March this year, the United Nations Security Council  
23 passed Resolution 2344, for the first time recording the philosophy of "constructing a  
24 community of common destiny for humanity", calling for strengthened regional economic  
25 cooperation via One Belt One Road construction and other forms. At present, One Belt One  
26 Road has already become the most well-received international public product to date, and is  
27 also the best platform for international cooperation in the present foreground.

28           The anticipation has its origins in effect. The One Belt One Road initiative comes  
29 from China, but the results will benefit the world. In 2016 the volume of trade between  
30 China and countries along the path of One Belt One Road reached 6.3 trillion renminbi,  
31 while Chinese enterprises had already established 56 economic cooperation zones in over  
32 20 countries along the path. Accumulated investment had surpassed 18.5 billion US dollars,  
33 increasing host countries' taxation by nearly 1.1 billion US dollars and job posts by 180,000.  
34 At present, China's economic corridor construction with countries along the path is moving  
35 forward steadily, an interconnected network is progressively taking shape, and cooperation  
36 on important projects is steadily being carried out, ceaselessly acquiring major early

37 harvests. The establishment of the AIIB and Silk Road Fund further offers solid support to  
38 the financial cooperation of all countries.

39         The anticipation has its origins in trust. British University of Oxford scholar Peter  
40 Frankopan in his book *The Silk Roads: A New History of the World* points out, the One Belt  
41 One Road initiative announced by President Xi Jinping in 2013 as well as the huge  
42 investments China has put into it all amply show that China is considering the future. In his  
43 view, One Belt One Road is awakening the Eurasian continent and even the entire Pacific  
44 coast, opening an entirely new future world for humanity. At present, confronting the  
45 manifold problems such as weak growth, investment and slumps in trade, a surge in anti-  
46 globalization thinking, and increasing elements of uncertainty that the world economy is  
47 facing, all countries are seeking new development opportunities, and seeking effective ways  
48 to break predicaments and solve problems. Through One Belt One Road construction, the  
49 world sees China and countries along the path sharing development opportunities and  
50 bringing about jointly prosperous actions, and looks forward to using China's program of  
51 shared discussion, shared construction and shared enjoyment to work together on  
52 dispersing the haze of economic downturn and pouring even more positive energy into  
53 world economic growth.

54         French politician John Monnet once said, "Nothing is possible without men, but  
55 nothing lasts without institutions." One Belt One Road is a project with its sights set on the  
56 grand historical undertaking of humanity's future development. Only with perfected  
57 institutions and systemized construction can we ensure its sustainable development.  
58 Precisely as One Belt One Road construction lies at the crucial point of total advancement,  
59 hosting a summit forum complies with the international community's universal needs, and  
60 will push for deepening partner relations with countries along the path and the  
61 implementation of interconnected development.

62         In one month in Beijing, a distinguished and historic meeting that carries the  
63 anticipation of all parties will pull back the curtains. China, together with all parties, will  
64 jointly discuss large-scale cooperation programs, jointly construct cooperation platforms,  
65 and jointly enjoy the results of cooperation, seeking programs to solve the problems that  
66 the world and regional economies face, and investing new energy into achieving an  
67 interconnected style of development, allowing One Belt One Road construction to even  
68 better benefit the people of all countries.



**Opening a New Chapter for One Belt One Road Construction (*Zhong Sheng*)**

**On the node of the present time, further converging the wisdom of all parties, summing up the results of experience, planning avenues of cooperation, and jointly constructing cooperation platforms will open a new chapter for One Belt One Road construction.**

On 18 April, the Chinese Ministry of Foreign Affairs released news saying that the Belt and Road Forum for International Cooperation would be held from 14 to 15 May in Beijing, with Chinese President Xi Jinping attending the forum's opening ceremony and presiding over the Leaders' Roundtable summit meeting and related activities. Yet another distinguished meeting of China's home-field diplomacy converges the whole world's gaze and will bring major opportunities for all parties to jointly discuss large-scale One Belt One Road construction projects and jointly draw up beautiful blueprints of mutually beneficial cooperation.

This summit forum is the highest standard of international conference that China has convened at this point since the One Belt One Road cooperative initiative was proposed. In the past three years, One Belt One Road has gone from concept to operation, from initiative to implementation, and has already acquired major step-by-step results, achieving great strides from theoretical planning to innovative practice, and has entered the new stage of comprehensively advancing pragmatic cooperation. On the node of the present time, further converging the wisdom of all parties, summing up the results of experience, planning avenues of cooperation, and jointly constructing cooperation platforms will open a new chapter for One Belt One Road construction.

The passion for participation displayed by all parties toward this summit forum amply reveals the international endorsement of One Belt One Road cooperation's harvests. Presently, there are already 28 countries' heads of state and government leaders who have confirmed their attendance at the forum. Outside of this, there are also figures in all fields coming from 110 countries who have confirmed their participation in the forum, and 89 leaders and representatives coming from 61 international organizations will also attend the conference. The total number of representatives participating in the meeting has reached over 1200 people, and the countries covered include Asian, Eurasian and European regions as well as North American, Latin American and African regions.

Looking from a global field of view, the reason One Belt One Road cooperation is starting to condense wide-ranging common consensus such as this is, firstly, because this cooperation initiative aligns itself with all parties' present development needs. At present, the world economy's basis for recovery is not secure, trade and investment are not strong,

and its forces of growth are not stable. The United Nations Conference on Trade and Development and the World Bank's newest reports show that in 2016 global foreign direct investment fell by 13%, while trade growth was barely above 1%, the worst performing year since the 2008 international financial crisis. The reason emerges in this kind of situation. It is not at all because the current world lacks the resources and capability to resolve problems, but rather is because it is difficult for those kinds of fragmented, exclusive international cooperation to begin to effectively integrate resources.

One Belt One Road aims to create an open, inclusive, shared cooperation platform, bringing the strength of all parties together, establishing a new force for growth, exploring new avenues of development, and therefore becoming the most popular international cooperation initiative in the present world. In this summit forum's theme—"strengthening international cooperation, the joint construction of One Belt One Road, and win-win development", two prominent keywords are "cooperation" and "win-win", in keeping with where the tide of the times is headed. In a present world where globalization and multipolarization are still ceaselessly penetrating development, what's needed is not a lone hero with spear and horse, but a cooperative partner crossing the river in the same boat. The beautiful vision of One Belt One Road will only be implemented with everyone putting in the hard work together.

Looking ahead to the soon to be held Belt and Road Forum for International Cooperation, all participants are coming for cooperation, are coming for development. By holding this summit forum, China will be even more closely hand-in-hand with the international community, actively seeking programs to solve the problems facing present world and regional economies, and to invest in new energy into achieving an interconnected style of development, allowing One Belt One Road construction to even better benefit the people of all countries. Just as General Secretary Xi Jinping pointed out: "Chinese people know well, Chinese development derives benefit from the international community, wishing to use its own development to make contributions to international development."

**Adding Powerful Force to One Belt One Road (*Zhong Sheng*)**

**With President Xi Jinping's trip to Kazakhstan, China together with all parties is strengthening neighbourly, friendly cooperation, and driving One Belt One Road construction to set out at new pace.**

From 7 to 10 June, President Xi Jinping, after presiding over the first Belt and Road Forum for International Cooperation, revisited One Belt One Road's site of initiation, Kazakhstan. With this successful diplomatic operation, the world can see China together with all parties strengthening neighbourly, allied cooperation, and driving One Belt One Road construction to set out at new pace. The practical work of constructing a community of common destiny in the periphery is harvesting real results.

On the 9<sup>th</sup>, President Xi Jinping attended the 17<sup>th</sup> Shanghai Cooperation Organization Member States' Heads of State Council Meeting in Astana. Regionally, the SCO is one of the liveliest international organizations in the present world. Regarding every member of that organization, whether or not cooperation under the SCO framework effectively begins developing concerns whether or not it constructs a shared homeland of stable security and prosperous development. It is precisely starting from the sincere aspiration to construct a "homeland" that President Xi Jinping indicated the direction of every member state's future strengthened cooperation, raising a five-point major proposal—to consolidate unified coordination, respond to challenges hand-in-hand, deepen pragmatic cooperation, pull tighter the ties of culture, and uphold openness and inclusion.

At this summit meeting, the SCO accomplished its first member expansion, formally admitting India and Pakistan as member states. Stepping into a new stage of development, future SCO space for activity to a large degree depends upon the cohesion of the organization's interior. Each member state must not forget the original intention and continue to enrich the "Shanghai Spirit"; must move entirely forward with the times and initiate a new phase of regional cooperation. At this summit meeting President Xi Jinping declared that China would hold the next meeting in June next year in China, and explained the operative thinking behind the Chinese side taking up the role of rotating chair country. President Xi Jinping's thinking and conception holds close to the changing circumstances, aligning itself with all parties' needs, focusing on mutually beneficial joint success, and strengthening all parties' faith in the SCO to bring about a new round of development.

Combing through the many results obtained on President Xi Jinping's trip to Kazakhstan, one point which drew extreme focus from people was the new progress obtained on successfully promoting One Belt One Road construction from a new starting point.

38 Under the framework of One Belt One Road construction, the results of China-  
39 Kazakhstan cooperation can truly be seen, and the people's friendship is continuously  
40 warming. On this trip, President Xi Jinping's further promotion of China-Kazakhstan  
41 cooperation on jointly constructing One Belt One Road and on international production  
42 capacity displays a good demonstrative role. During the visit, the two countries agreed to  
43 put emphasis on carrying out four aspects of connectivity, with interconnectedness,  
44 cooperation on production capacity, and scientific and technological innovation as points for  
45 effort, including the WE-WC Highway, the Horgos International Border Cooperation Centre  
46 and other such key projects, creating a new structure for comprehensive, mutually  
47 beneficial China-Kazakhstan cooperation. The two countries signed over 10 governmental  
48 and departmental cooperation agreements, touching on many domains such as trade,  
49 finance, infrastructure, hydro engineering, quality inspection and media.

50 At the SCO level, President Xi Jinping emphasized that the Chinese side will continue  
51 to advance One Belt One Road construction, developing strategic cooperation and  
52 cooperation on the interlinking of other regional integration initiatives together with every  
53 member state, and that to this end the SCO would display its function as a platform. All  
54 parties' support of One Belt One Road construction could also clearly be seen. The "Astana  
55 Declaration" fully confirmed the One Belt One Road initiative's active significance for  
56 bilateral and multilateral cooperation as well as regional and global economic development,  
57 evaluating highly and furthermore supporting the implementation of the summit forum's  
58 results. The leaders of each country expressed desire to continue actively responding to and  
59 participating in One Belt One Road construction. At the same time, the Astana Specialized  
60 World Expo's theme "Future Energy" also highly aligns with China's initiative to create a  
61 "Green Silk Road". President Xi Jinping personally acting as "guide" at the China Pavilion is  
62 both a powerful act to promote an interconnected will of the people, while at the same time  
63 allowing China's philosophy of green development to be understood by even more people  
64 across the world.

65 "One Belt One Road construction is a great undertaking requiring a great practice.  
66 Let us carry forward its implementation step by step, seize results bit by bit, benefit the  
67 world and benefit the people!" At the Belt and Road Forum for International Cooperation in  
68 May, President Xi Jinping had thus emphasized the extreme importance of  
69 "implementation" with regards to One Belt One Road construction. Less than one month  
70 from the conclusion of the summit forum, President Xi Jinping's trip to Kazakhstan again  
71 adds powerful force to One Belt One Road construction. This is the action of a responsible  
72 great power that emphasizes action, and a great practice will inevitably usher in a beautiful  
73 tomorrow.

**One Belt One Road Carries the Shared Heartfelt Desire of Peaceful  
Development (*Zhong Sheng*)**

**What One Belt One Road responds to is the shared desire of all countries' people for promoting peace and planning development, what it illuminates is the gleaming starry sky of a future world of shared prosperity.**

As spring flowers and autumn fruits, five years have been a success. The One Belt One Road initiative, China's public product offered to the world, in the past five years has obtained the international community's wide-ranging endorsement and enthusiastic participation, with the shared construction of One Belt One Road acquiring outstanding results. On 27 August at a fifth anniversary symposium on advancing One Belt One Road construction work, General Secretary Xi Jinping gave an important speech. "Forging ahead towards the stage of putting down roots and lasting development" "A focus on key points, finely and meticulously crafted"..... The international community grasped in the first moments China's determination to jointly draft the "*gongbi* painting" of One Belt One Road with all countries, as well as its sincerity in driving One Belt One Road construction to go deeply, go truly, and to benefit the people.

In five years, more and more countries, international organizations and companies have profited from the equality, openness and universal benefits of One Belt One Road cooperation, casting their "ballots of faith" and "ballots of support" for One Belt One Road construction. With the core philosophy holding up the shared construction of the One Belt One Road initiative and the principles of shared discussion, shared construction and shared enjoyment already written into the United Nations and other important international mechanisms' outcome documents, 103 countries and international organizations have signed 118 cooperation agreements with China on aspects of One Belt One Road. At the successful holding of 2017's First Belt and Road Forum for International Cooperation in Beijing, among the forum's 279 results, as of now 265 have already been accomplished or have moved into a normal state of work, while the remaining 14 are being overseen and advanced, an implementation rate reaching 95%. Numerous executives of transnational corporations have expressed that the One Belt One Road initiative signifies a hard-to-come-by opportunity, and particularly in infrastructure and such areas begets a large quantity of new business opportunities.

In five years, One Belt One Road construction has used strategic vision and a global view to grasp direction in a present world of changes greater than any in a hundred years, becoming an important channel for perfecting global development models and global governance, and for healthy development in advancing economic globalization. Responding

to the difficult problem of present forces for world economic growth being insufficient, One Belt One Road construction brightly contrasts with the forms of unilateralism and protectionism pursued by some countries. It advocates, by strengthening the interconnectedness of all countries, for further improving and perfecting worldwide supply chains, value chains and production chains, allowing countries in unfavourable positions to better participate in the global division of labour, and more places to profit from within global value chains. Confronting the challenges of peace deficits, development deficits and administration deficits, China has signed cooperation agreements with United Nations-related mechanisms, and through cooperation with the United Nations has better pushed One Belt One Road to interlink with the United Nations' 2030 Agenda for Sustainable Development, allowing every country to profit from an even more open, inclusive, universally beneficial, balanced and win-win globalization process. Former Japanese Prime Minister Yasuo Fukuda once said in an article that One Belt One Road construction allows all participating countries and even the entire world to benefit from it, and enhances the welfare of the people of all countries.

In five years, One Belt One Road construction has passed down the Chinese nation's philosophy of Great Unity under heaven, upholding Chinese people's whole-world view of being conciliatory with distant peoples and harmonious with all nations, responding with firm action to the outside world's questions and doubts, and becoming a Chinese program which occupies an international moral high ground. Russia's *Herald* published an article pointing out that the One Belt One Road initiative has displayed China's reflections on a new philosophy for global governance, "For China, One Belt One Road, rather than being a road, is more like China's most important philosophical category—the 'way'." China's way clearly displays crossing a river in the same boat, the common understanding of a community of destiny which shares the burden of power and responsibility, as well as the responsibility of a great power, "When planning benefit, one should plan to benefit all under heaven". In the view of the Under-Secretary-General of the United Nations and Acting Director of the United Nations Development Programme Tegegnework Gettu, China does not restrict the scope of different countries, does not engage in closed-off mechanisms, does not sing a one-man show, and especially does not engage in a "hall of one voice". This is precisely the reason why One Belt One Road's circle of friends ceaselessly expands.

The road is open, with passage comes reach, with reach comes aid to all under heaven. What One Belt One Road responds to is the shared desire of all countries' people for promoting peace and planning development, what it illuminates is the gleaming starry sky of a future world of shared prosperity. From drafting the "grand *xieyi* painting" of the overall layout to the finely and meticulously crafted "*gongbi* painting", if only we persist in advancing its implementation step by step, seizing the results bit by bit, we will certainly be able to create a beautiful tomorrow of human destiny together.

**Eyes on a Grand Occasion for the Joint Construction of One Belt One Road**  
**(Zhong Sheng)**

**The Second Belt and Road Forum for International Cooperation will inevitably be a grand occasion that the whole world focuses on, will inevitably be a distinguished meeting which condenses common understanding and promotes cooperation, and with all parties working together it will inevitably obtain plentiful results.**

As the world pays close attention to China's national Two Sessions, it can also catch from therein the pulse of One Belt One Road construction. In the last third of April, the Second Belt and Road Forum for International Cooperation will be held in Beijing. President Xi Jinping will attend the summit forum's opening ceremony and will also deliver the keynote speech, for the whole course taking charge of the Leaders' Roundtable summit meeting. Taking "Jointly Building One Belt One Road, Creating a Beautiful Future" as its theme, thousands of representatives in all fields from over 100 countries will enter into a deep exchange of ideas, shared discussion of large-scale cooperation programs and the promotion of One Belt One Road cooperation to bring about high quality development.

This, China's most important piece of home-field diplomacy this year, received all parties' fervent anticipation. As early as May 2017's First Belt and Road Forum for International Cooperation, this mechanism received all parties' ample approval. In November last year, President Xi Jinping declared that in April this year China would hold the Second Belt and Road Forum for International Cooperation. The number of foreign countries' heads of state and government leaders scheduled to attend will clearly surpass the first forum. The second forum's even higher standard, even greater scale and even richer activity amply indicate all parties' faith and support for One Belt One Road cooperation, and also foretell even more radiant prospects for One Belt One Road construction.

Faith and support originate from endorsement. Upholding the principles of shared discussion, shared construction and shared enjoyment, passing down the Silk Road's spirit of peaceful cooperation, open inclusion, mutual learning from one another's example, mutual benefit and joint success, abiding by market principles and internationally practised regulations, One Belt One Road construction's characteristics of openness, diversity and joint success are endorsed more with each day. 123 countries and 29 international organizations have already signed cooperation documents with the Chinese side on the shared construction of One Belt One Road. One Belt One Road's circle of friends extends to the whole world. China and Pakistan have established the China-Pakistan Economic Corridor Joint Committee, Myanmar has established a steering committee for implementing One Belt

One Road, the Swiss government has set up a One Belt One Road advisory and coordination office in its Department of Foreign Affairs..... More and more countries are placing importance on the One Belt One Road initiative. Transnational corporations such as Citibank, HSBC, Standard Chartered Bank as well as Germany's Siemens, the United States' General Electric and Japan's Nippon Express are in different forms participating in One Belt One Road cooperation. International figures generally believe that the One Belt One Road initiative is a global cooperation project genuinely possessing inclusivity, already having become a broadly welcomed international public product.

Faith and support originate from effectiveness. By the end of 2018, the implementation rate for the results of the First Belt and Road Forum for International Cooperation reached 96.4%; in over five years, China's total trade in goods with countries along the path exceeded 6 trillion US dollars, locally creating over 240,000 occupational positions locally and over 2 billion US dollars in taxation. The China Railway Express to Europe carried out 14,000 trips, reaching 15 countries and 49 cities in Europe; the China-Laos railway, the China-Thailand railway, the Jakarta-Bandung high-speed railway, the Hungary-Serbia railway and such projects are firmly pushing ahead, while engineering projects that benefit the people such as Cambodia's Stung Russei Chrum Hydro-Electric Station and Brazil's Belo Monte ultra-high voltage project are taking root; Chinese ports are building shipping route connections with over 600 major ports from over 200 countries and regions..... The plentiful results of the shared construction of One Belt One Road allow the development potential of countries along its path to be released, the lives of the people are made convenient, work is easy to find, smiling faces are many, and a sense of attainment increases daily.

Faith and support originate from resonance. "The reason why the shared construction of One Belt One Road obtains broad support is that it reflects the desire of all countries, especially the extensive developing countries, for the promotion of peace and the planning of development." Peace and development are still the main melody of the age, and the common heartfelt voice of the world's people. Facing the objective difficulties of imbalances in global development, insufficient development and a lack of development momentum, and facing the real challenges of protectionism and unilateralism rearing their heads, using the shared construction of One Belt One Road as an opportunity to broadly build platforms and vigorously promote cooperation could not only effectively drive economic development, it will also contribute to perfecting global governance, driving economic globalization toward a more healthy direction for development. Chairman of Britain's 48 Group Club Stephen Perry praised One Belt One Road for using this objective of bringing about common sustainable development to begin uniting people closely together; Egypt's former prime minister Sherif Ismail pointed out that the One Belt One Road initiative sets up a bridge to reduce development disparities and to connect different cultures, and will profoundly influence humanity's system of values, causing ideologies of coexistence, sharing, seeking common ground and holding back difference to develop splendidly.

Continuing the past and heralding the future. Forging ahead with acute determination. In the construction of One Belt One Road, stepping from the "grand *xieyi*



80 painting” of planning the composition, into the stage of the intensively and meticulously  
81 worked “*gongbi* painting”, the Second Belt and Road Forum for International Cooperation  
82 will inevitably be a grand occasion that the whole world focuses on, will inevitably be a  
83 distinguished meeting which condenses common understanding and promotes cooperation,  
84 and with all parties working together it will inevitably obtain plentiful results.

## Appendix

### List of Source Texts

Source: Renmin Ribao tuwen shujuku [People's Daily Digital Database]

|      | Date of Publication | Title                                                                                                                                                 |
|------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| ST1  | 25/2/2014           | Sichou zhi lu, guanchuan gujin kai xin pian (Zhong Sheng)—jujiao “yi dai yi lu” changyi de shidai yiyi (shang) 《丝路精神，贯穿古今开新篇（钟声）——聚焦“一带一路”倡议的时代意义（上）》 |
| ST2  | 26/2/2014           | Kaifang baorong, xieshou fazhan mou gongying (Zhong Sheng)—jujiao “yi dai yi lu” changyi de shidai yiyi (xia) 《开放包容，携手发展谋共赢（钟声）——聚焦“一带一路”倡议的时代意义（下）》  |
| ST3  | 2/7/2014            | “Yi dai yi lu” zhangxian kaifang yu baorong 《“一带一路”彰显开放与包容》                                                                                           |
| ST4  | 13/2/2015           | Wei gongtong fazhan tian zhuan jia wa (Zhong Sheng - keguan zhunque renshi “yi dai yi lu” (1)) 《为共同发展添砖加瓦（钟声·客观准确认识“一带一路”（1））》                        |
| ST5  | 16/2/2015           | Shizhong jianchi gongshang, gong jian, gongxiang (Zhong Sheng - keguan zhunque renshi “yi dai yi lu” (2)) 《始终坚持共商、共建、共享（钟声·客观准确认识“一带一路”（2））》          |
| ST6  | 17/2/2015           | Yi jiji xingdong kaichuang guangming qianjing (Zhong Sheng - keguan zhunque renshi “yi dai yi lu” (3)) 《以积极行动开创光明前景（钟声·客观准确认识“一带一路”（3））》              |
| ST7  | 22/1/2016           | Zhankai hongwei lantu, gongjian “yi dai yi lu” (Zhong Sheng) 《展开宏伟蓝图 共建“一带一路”（钟声）》                                                                    |
| ST8  | 26/6/2016           | Duijie fazhan zhanlüe “yi dai yi lu” zai tisu (Zhong Sheng) 《对接发展战略 “一带一路”再提速（钟声）》                                                                    |
| ST9  | 4/1/2017            | Zhongguo—Zhongya, “yi dai yi lu” gong chuang huihuang (Zhong Sheng) 《中国—中亚，“一带一路”共创辉煌（钟声）》                                                            |
| ST10 | 18/1/2017           | Zhumu “yi dai yi lu” Beijing zhi yue (Zhong Sheng) 《瞩目“一带一路”北京之约（钟声）》                                                                                 |
| ST11 | 14/4/2017           | Qidai “yi dai yi lu” xin hangcheng (Zhong Sheng) 《期待“一带一路”新航程（钟声）》                                                                                    |

|             |                  |                                                                                         |
|-------------|------------------|-----------------------------------------------------------------------------------------|
| <b>ST12</b> | <b>19/4/2017</b> | Kaiqi “yi dai yi lu” jianshe xinpianzhang (Zhong Sheng) 《开启 “一带一路” 建设新篇章（钟声）》           |
| <b>ST13</b> | <b>11/6/2017</b> | Wei yi dai yi lu zengtian qiangjin dongle (Zhong Sheng) 《为一带一路增添强劲动力（钟声）》               |
| <b>ST14</b> | <b>30/8/2018</b> | Yi dai yi lu chengzai heping fazhan gongtong xinyuan (Zhong Sheng) 《一带一路承载和平发展共同心愿（钟声）》 |
| <b>ST15</b> | <b>12/3/2019</b> | Zhumu gongjian yi dai yi lu shengshi (Zhong Sheng) 《瞩目共建一带一路盛事（钟声）》                     |

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