

Can the “One Belt, One Road” Develop the Interior? The case example of Chongqing

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Summary

This paper reexamines, as a domestic policy, the “One Belt, One Road” concept which is generally viewed as part of a strategy for opening up to the outside world, and using the case example of the response of Chongqing in the interior explores the potential for the development of that region.

The Silk Road economic belt and 21st century maritime Silk Road, which Xi Jinping proposed in 2013, have come to be called “One Belt, One Road”, and was substantiated as a strategy in March 2015, becoming the “One Belt, One Road” vision.

As academics in China say, the “One Belt, One Road” strategy is an international strategy and one strategy for opening up to the outside world. Actually, taking a look at the “Vision and Actions on Jointly Building the Silk Road Economic Belt and 21st-Century Maritime Silk Road” put forward by the government, the necessary funding flexibility for the expansion and promotion of free trade areas, and the establishment of trade routes having industrial parks and ports as their nodes, have become a central pillar.

Meanwhile benefits are hoped for in the development of China’s regions also. The attraction of new industry via the establishment of industrial parks (such as development areas and new areas), and then the construction and improvement of distribution infrastructure (such as railways and ports) bring opportunities for economic growth to inland areas also, where trade had been disadvantaged.

Regarding the development of the distribution industry via “One Belt, One Road” the promotion of China’s urbanization and further economic development can be hoped for. While continuing to be active on “One Belt, One Road”, Chongqing is certainly a city where the accumulation of industry and the development of the distribution industry can be expected. The Yuxin’ou [Chongqing–Xinjiang–Europe] Railway which lies on the Silk Road economic belt has the potential to deliver Chongqing’s economic development. If there is progress in the standardizing of customs clearance systems, the improvement of service timetables, an increase in the number of trains, and also a decline in costs, Chongqing, in spite of being in the interior, will likely develop as a further Chinese hub for the accumulation of industry and a distribution hub.

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