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ECONOMIC SECURITY OF PROJECT “ONE BELT, ONE ROAD”: A CASE STUDY OF BELARUS

The report considers the economic security of the Belt and Road and determines the role and place of the Republic of Belarus in the “One Belt, One Road” project initiated by the PRC in the context of the development of economic security at the present stage. The research was carried out on the basis of sources of official agencies, news agencies, analytical structures of Belarus and China, as well as publications of Belarusian, Russian and Chinese authors devoted to this aspect using general logical and special methods.

Key words: *economic security, “One Belt, One Road” project, New Silk Road, Belarus, China.*

В статье рассматриваются вопросы экономической безопасности проекта «Один пояс, один путь», инициированного КНР в контексте развития экономической безопасности на современном этапе, и определяется роль и место Республики Беларусь в этом проекте. Исследование проводилось на основе источников официальных ведомств, информационных агентств, аналитических структур Беларуси и Китая, а также публикаций белорусских, российских и китайских авторов, посвященных данному аспекту, с использованием общелогических и специальных методов.

Ключевые слова: *экономическая безопасность, проект «Один пояс, один путь», Новый шелковый путь, Беларусь, Китай.*

Introduction. The modern world is undergoing profound and complex changes. The global financial crisis continues to make itself felt with a deep impact on all spheres of life, the world economy is recovering slowly and is not unidirectional in its development. Big changes are brewing in the international trade and investment structure and in the rules of multilateral investment and trade. In this situation, countries individually face serious challenges in the course of development.

The economic security of the joint creation of the “One Belt, One Road” project is displayed by the call of the modern world for multipolarity, globalization of the economy, cultural diversity and informatization of society, as well as for upholding the spirit of open regional cooperation, a common system of free trade for the whole world and openness of the world economy.

The joint implementation of the “One Belt, One Road” project is designed to stimulate the free but orderly movement of security factors, highly efficient resource allocation and deep market influence. The project will enable the countries along the Silk Road to adjust their economic security policies towards larger, high-level and deep regional cooperation, jointly form a structure of open, tolerant, balanced and beneficial regional economic cooperation. The joint creation of the “One Belt, One Road” project meets the fundamental interests of the world community, the initiative embodies the dream of all peoples and their desire for beauty.

“One Belt, One Road” project. Between the countries along the Silk Road there is a significant difference in the level of endowment with natural resources and at the same time great economic complementarity, so the potential for cooperation is huge. The main content of cooperation consists of five points: political coordination, infrastructure interconnection, uninterrupted trade, free movement of capital, and strengthening the closeness between peoples.

At present, the integration of world economic security is accelerating, regional cooperation is on the rise. Using the existing mechanisms of bilateral and multilateral cooperation, the Chinese government is actively promoting the implementation of the “One Belt, One Road” project, promoting the rapid development of regional cooperation.

Today, more than ever, strengthening bilateral cooperation, developing contacts and consultations at different levels and through various channels, promoting the comprehensive development of bilateral relations, promoting interaction programs, creating models of mutual cooperation, creating and improving a bilateral mechanism for joint work, developing an action plan and a roadmap for building One Belt, One Road. It is necessary to fully identify the role of existing joint and mixed committees, coordinating, steering, management committees, as well as other bilateral mechanisms, to coordinate and direct the implementation of joint projects.

It is necessary to strengthen the role and reveal the advantages of such multilateral mechanisms as the Shanghai Cooperation Organization (SCO), China-ASEAN (10 + 1 format), Asia-Pacific Economic Cooperation (APEC), Asia-Europe Forum (ASEM), Dialogue Cooperation in Asia (ACA), Conference on Interaction and Confidence Building Measures in Asia (CICA), Sino-Arab Cooperation Forum, China-Gulf Cooperation Council (China-GCC) Dialogue, Greater Mekong Sub-Region (GMS) Economic Cooperation, Central Asia Regional Economic Cooperation (CAREC), as well as develop ties with relevant states, attract more states and regions to participate in the implementation of the “One Belt, One Road” initiative [3].

The “One Belt, One Road” project appeared in the age of globalization. It is the result of openness and cooperation, not a tool of geopolitics. This initiative cannot be viewed in Cold War terms. Presenting China’s “Belt and Road” initiative as the Chinese version of the Marshall Plan demonstrates the ignorance and hidden intentions of some analysts. The “Belt and Road” initiative differs in many ways from the American Marshall Plan, and any serious economist or political scientist will convincingly argue that such an analogy is far-fetched.

First, there are striking differences in motivation. Unlike the political focus of the Marshall Plan, which promoted the Cold War, China’s initiatives do not contain political overtones to intensify any kind of confrontation. They are put forward by China in the understanding that many developing countries seek development without political commitment to the West, and also in the belief that helping them can benefit China.

China does not intend to take advantage of the initiatives to form an alliance against a particular country or any group of countries. In accordance with the Five Principles of Peaceful Coexistence, China does not seek to dominate Asia and beyond.

With these initiatives, China is striving to strengthen common development instead of strengthening antagonism.

As President Xi Jinping pointed out, the initiatives provide a huge inclusive platform to combine the rapidly growing Chinese economy with the interests of the countries involved. If the Marshall Plan excluded the communist countries and escalated the confrontation between the Soviet Union and the West, then China’s “Belt and Road” initiatives are open to all countries that want peace and development, and do not require the fulfillment of any additional conditions [5].

The second significant difference is that the “One Belt, One Road” initiatives will be adopted jointly by all the countries involved and will be beneficial for all parties of cooperation.

The Marshall Plan was not only decisive for the recovery of Western European countries after World War II, but also helped the United States to establish a Bretton Woods monetary system based

on the dollar, which practically guaranteed the absolute dominance of the American currency.

However, this is not the goal of the PRC. As always, China calls for multipolarity and equal negotiations on all international issues.

Although China has allocated large funds for the implementation of these initiatives and has created mechanisms such as the Asian Infrastructure Investment Bank and the Silk Road Fund, however, it does not intend to impose its will on other countries.

China will be attentive to other parties of the project, ensure transparency and openness, combine initiatives with the development strategy of other parties, and coordinate them with regional cooperation mechanisms.

Third, the Marshall Plan was somewhat of an emergency plan that ran for about four years, and China's "Belt and Road" initiatives represent a long-term project aimed at promoting the integration of an international community that is flourishing in economy and culture.

China's initiative to establish the Silk Road Economic Belt and the 21st century Maritime Silk Road is not a "solo", but a "symphony" of all interested parties.

Republic of Belarus in the "One Belt, One Road" initiative.

Belarus is located in the geographical center of Europe, it is a natural and important partner for cooperation in the construction of the Belt and Road. Participation in the Silk Road Economic Belt project may be promising for Belarus. Having a favorable geographical position, Belarus will provide the northern branch of the new economic Silk Road. Goods from China to Europe pass through Belarus, which is a good reason for Belarus to join the new project.

Belarus has high prospects for participation in the project of a new economic belt. It was noted that Minsk "is ready to create new transport corridors and logistics centers that can fully meet the needs of the new Silk Road". At the same time, the advantageous geopolitical location of the country at the crossroads of trade routes between Russia and Europe plays an important role [6].

Zhang Chunlin, Head of the Development and Reform Department of the Xinjiang Uygur Autonomous Region of China, stressed that recently transport links between Belarus and China have improved significantly. For example, 40-day maritime transportation was successfully replaced by 15-day rail transportation, which in turn had a positive effect on the price policy of commodity exchange [2].

The Great Stone Project (China-Belarus Industrial Park) represents a key platform for the Silk Road Economic Belt Initiative. This is a pilot project of importance in the context of bilateral cooperation and the construction of the Silk Road Economic Belt [1].

Since the establishment of the comprehensive strategic partnership between the two countries in 2013, contacts at all levels have become increasingly close and cooperation in various fields has been. The development of China-White relations has entered a new phase of high positioning, solid foundation and smooth mechanism. The development of China-White relations has entered a new stage of high orientation, solid foundation and smooth mechanism. On 10 May 2015, Chinese President Xi Jinping held talks with Belarusian President Lukashenko in Minsk, marking the beginning of a new era of comprehensive strategic partnership between China and Belarus [4]. On 29 September 2016, at a meeting in Beijing, the Chinese and Belarusian heads of state jointly decided to establish a comprehensive strategic partnership of mutual trust and win-win cooperation, and to work together to build a community of interests and destiny. Under the great importance and personal promotion of the Chinese and Belarusian heads of state, the China-Belarus Industrial Park has become a landmark project of mutually beneficial cooperation between the two countries, with a total investment of about 5.6 billion US dollars. In May 2015, President Xi Jinping paid a special visit to the park during his state visit to Belarus. During his visit, President Xi Jinping stressed the importance of making the park a pearl on the Silk Road Economic Belt. Belarusian President Lukashenko has also repeatedly said that the Sino-Belarusian Industrial Park will be a “monolith” for friendship and cooperation between Belarus and China. Located

in the suburbs of Minsk, Belarus, the Sino-Belarusian Industrial Park is a joint venture between China and Belarus. The Chinese shareholders are Sinomachinery International Engineering Co., Ltd. and Harbin Investment Group Ltd. with 60 % of the shares, while the White shareholders are the Minsk Regional Government, Minsk City Government and Belarusian Horizon Holding Group with 40 % of the shares. The key projects to be developed in the China-White Industrial Park are electronic information, biomedicine, fine chemicals, high-end manufacturing, logistics and warehousing. The industrial park is conveniently located near Minsk International Airport, with a total land area of 91 square kilometres, of which 8 square kilometres are for the first phase.

According to Hu Zheng, Director of China Merchants Group and Chief Executive Officer of China White Industrial Park Development Co. As the park with the highest level of foreign cooperation, the largest area and the most favorable policy conditions in China, the CIBP can make Belarus a member of the CIS. As China's highest level of foreign cooperation, with the largest land area and the most favorable policy conditions, the CIBIP will enable Belarus to become a transportation hub between the CIS countries, Russia and Europe, while also It also offers the opportunity to sell tariff-free products to the 100 million people of the Russian-Belarusian Customs Union and the unified economy.

The first phase of the industrial park is said to cover an area of approximately 8 square kilometers and the infrastructure is under construction. The 3 square kilometers the road network for the core start-up area is already in place and will be completed in 2016. The park will be ready for use by enterprises in 2016. The enterprises in the park are mainly in the electronic information, biomedical, fine chemical, new materials, machinery manufacturing, warehousing and logistics industries. The main industries in the park are electronics and information, biomedicine, fine chemicals, new materials, machinery manufacturing, storage and logistics, etc.

Conclusion. Understanding the acuteness of the struggle for an investor in the world market, Belarus created a favorable investment

climate for the residents of the industrial park, guaranteed both by national legislation and special international agreements and obligations, provided unprecedented benefits and preferences, formed a separate independent government body that provides comprehensive administrative services for principle of “one window”. In addition, the industrial park is ready to offer engineering and transport infrastructure provided by the management company, wide opportunities for the 170 million duty-free market of the Customs Union countries of Belarus, Russia and Kazakhstan, as well as neighboring European countries, a convenient geographical location that optimizes time and transport costs.

The “One Belt, One Road” initiative is a path of mutual respect and trust, a path of cooperation and common benefit, a path of intercivilizational mutual borrowing. If all the states located along the Silk Road cooperate and meet each other halfway, then a qualitatively new page will be written in the history of the Silk Road Economic Belt and the Maritime Silk Road of the 21st century, and the results of the project will become the common good of the peoples of the countries along the “One Belt, One Road” project.

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INTERNATIONAL TAX COORDINATION UNDER CHINA’S “BELT AND ROAD” INITIATIVE

The paper shows that since China’s “Belt and Road” initiative was proposed, China’s overseas investment has faced many risks, among which the problem of tax coordination is one of the reasons for the existence of these risks. China has made some efforts to solve the problem of international tax coordination, and has achieved success in cooperation with the Republic of Belarus.

Key words: *“Belt and Road” initiative, tax coordination, investment, cooperation.*

В статье показано, что, с тех пор как была предложена китайская инициатива «Пояс и путь», китайские зарубежные инвестиции