First draft: Chinese construction, urban engineering and megastructure stakeholders in Laos

# Introduction to the BRI

## Historical review, from the old silk road to the new one

Chinese trade outreach has been known to us for over 2 millennia. The historical Silk Road has been a trade network connecting the east of Asia to the central part of the Eurasian continent. Two hundred years B.C., during its heyday with the Roman and Byzantine governance, and until their fall to the sea routes, these roads connected two geographical extremes (McBride, 2015). These roads gathered together different civilizations as never before. It was not only gold, silk or spices that were traded in the markets along the route, but also knowledge, thought and technology. The power associated with its control and thus its security has shaped an infrastructure commensurate with its importance. The Great Wall of China being the best example[[1]](#footnote-1).



Figure 1 - Map of silk routes[[2]](#footnote-2)

Despite the existence of older routes, we can trace the birth of the Silk Roads to around 130 BC and the sending of an ambassador from the Han dynasty for political and military reasons. It was on his return that he proposed the idea of opening up trade with the regions he had visited, suggesting the economic expansion of the Chinese empire.

On 7 September 2013, the Chinese President delivers a speech to Nazarbayev in Kazakhstan. In what appears to be a response to the 2008 economic crisis (Apostolopoulou, 2021), he sells an economic stimulus that will support the creation of new infrastructure: railways, energy pipelines, highways and streamlined border crossing (McBride, 2015) that will be known as the “Silk Road Economic Belt”. One month after at the Indonesian parliament, the Chinese president also introduced the “Maritime Silk Road”, another infrastructure development around maritime trade along the Asia-Pacific coast, the Indian Ocean to the Mediterranean Sea.

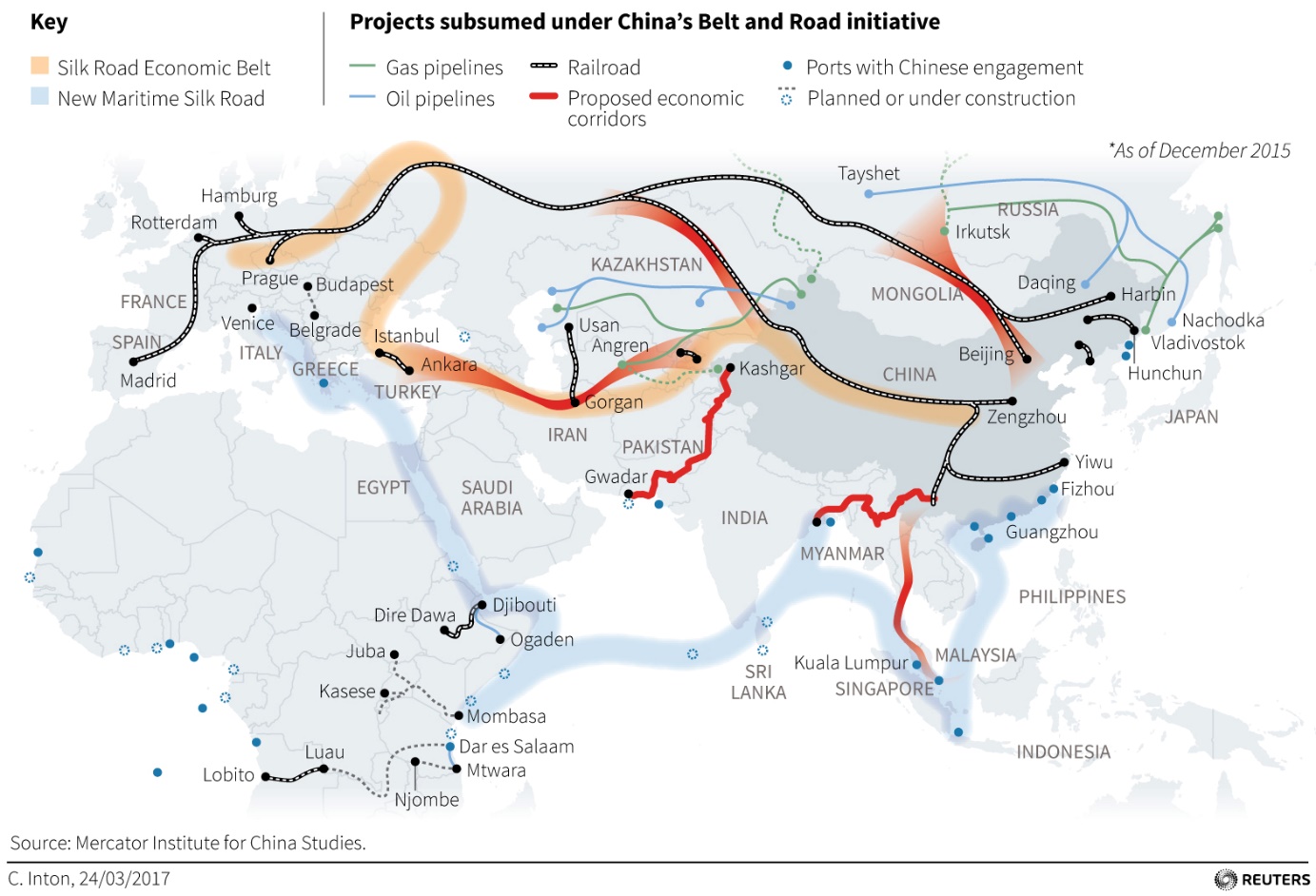


Figure 2 - Map of the routes developed in the scope of the "Silk Road Economic Belt" and the "Maritime Silk Road"[[3]](#footnote-3)

It is geographical and political similarities that bring the old and new Silk Roads together. However, the development of these two trade routes is rather different. Where the Silk Road created new urban areas along its route, the Belt and Road Initiative creates new urban areas in order to create this route. In the same way, the Silk Road promoted the creation of multi-cultural cities, whereas the BRI seems to repeat the development of the Chinese model and tends towards a uniformity of spaces (Otmakhova, 2018).

## The political outcomes of the BRI

As the title of Xi Jinping's speech informs us: “Promote people-to-people friendship and create a better future”, the Chinese government emphasises the win-win and collaborative strategy of the New Silk Road. However, this strategy remains unclear and without an official road map, China is free to add new project to the official BRI and remain agile in its decisions and political identity (Narins, 2020). In addition, the literature reviewed in this report repeatedly reports the current lack of research depicting a qualitative analysis or retrospective of Chinese actions in building the BRI (Apostolopoulou, 2021) (Urban, 2013). This leaves us with a very blurry vision of the past and future evolution of the project.

Despite an often engaged literature and the distance I have taken from it, it is impossible not to consider the China's geopolitical reinforcement on the countries targeted by the BRI. The BRI is, of course, an infrastructure development but while promoting its the economic impact and its support for growth, Beijing is also introducing a form of soft power. Moreover, some regions are instable in terms of geo-politics and security which contrast with the current people-to-people discourse (Sharma, 2019). Especially since the BRI will involve sixty-nine countries, that represent 60% of the global population. We can only acknowledge the challenge of bringing together disconnected policies around a common project with the requirement to break down many spatial barriers.

To carry out the development of the project, the Chinese state uses a range of tools. According to (Otmakhova, 2018) we can sort them into three different categories. First of all, the political and economic ones, which make it possible to set up governance in trade. We then speak of investment, political or economic agreement. The so-called "physical" or "socio-economic" tools correspond to the realities on the ground and the results we can observe and will analyse in this report. It is more a question of the Chinese cultural-spatial legitimacy concerning regional trade and the technical know-how for the construction of such large infrastructures.

1. Xinru, Liu (2010). The Silk Road in World History New York: Oxford University Press, p. 11 [↑](#footnote-ref-1)
2. https://95698391.weebly.com/historical-context.html [↑](#footnote-ref-2)
3. http://www.datajournalism.it/la-mappa-della-nuova-via-della-seta/ [↑](#footnote-ref-3)