

0008 China's "maritime road"

Table of Contents

1. China's "maritime road"
2. <pure> China's "maritime road"

1. China's "maritime road"

To measure the maritime (a.)海的；海事的 road's impact, we tested three benefits it could offer China. If the road were **a resource grab** 抓住,攫取, its projects should cluster in places that sell raw materials that China imports. If its aim were to boost (v.) trade, it should track the busiest routes used by Chinese shipping today, or where trade is likely to grow fastest. And if it were intended **to secure** 保卫；使安全 **current trade routes**, its ports should sit near **choke** (掐住喉咙)使窒息 **points** — areas whose closure (永久的)停业，关闭；倒闭 would force (v.) goods **to travel circuitously** 迂回地；曲折地 — or in places that offer (v.) alternative routes.

Example 1. 标题

maritime

adj./ˈmærɪtaɪn/ connected with the sea or ships 海的；海事的；海运的；船舶的/靠近海的

→ -mar-海 + itime

为衡量海上丝绸之路的影响，我们检验了它可能带给中国的三个好处：

→ 如果这条“路”是为了抢夺资源，那么项目应集中在中国进口原材料的供应地。

→ 如果是为了促进贸易，那么项目应紧盯中国如今最繁忙的货运航线，或是对

华贸易可能增长最快的地区。

→ 如果是为了保护现有贸易路线，那么项目建设的港口应靠近咽喉要道（一旦封锁将迫使货物绕行），或备选航道上的要地。

We tested these explanations by using them to predict {if countries host (v.) a BRI port}. **The results were conclusive** 结论性的；不容置疑的；确凿的. **After holding other factors (constant 不变的；固定的；恒定的), there was no statistically significant 有重大意义的；显著的 link between** having a BRI port **and** ① exporting (v.) raw materials that China wants, or ② having **high current or projected (a.)计划的，规划中的,推断的 trade** with it.

In contrast 相比之下, 主 the “trade-protection benefit” — either the value of Chinese trade (in a country’s waters) **multiplied (v.)乘以 by** the extra distance (goods would have to go **if those routes were shut**), or the amount of trade (that would be diverted to a country if shipping were disrupted elsewhere) — 系 **was a good predictor**. Given 假设事实;考虑到 two otherwise average countries, 主 one **with a high trade-protection benefit** (like Libya) 系 **is 2.7 times likelier** to host a BRI port **than** another with an average benefit (like Liberia).

Example 2. 标题

BRI

Belt and Road Initiative 一带一路倡议

contrast

[CU] ~ (between A and B) | ~ (to/with sb/sth) : a difference between two or more people or things that you can see clearly when they are compared or put close together; the fact of comparing two or more things in order to show the differences between them 明显的差异；对比；对照

- **There is an obvious contrast between** the cultures of East **and** West. 东西方文化之间存在着明显的差异。

为检验这些解释是否合理，我们利用它们来预测各个国家能否吸引到“一带一路”的港口项目。结论是明确的。在其他因素不变的情况下，建设“一带一路”港口，与出口中国所需的原材料，在统计上没有显著关联，与当前已存在或未来可能发生的大笔对华贸易的关联也不显著。

相比之下，“**有利于保护贸易**”是个有效的预测根据，其计算方式或者是：用“一国海域内的对华贸易额”，乘以“货物在现有路线封锁的情况下须绕行的额外里程数”，或是乘以“因货运在其他地区受阻，而转移到一个国家的贸易量”。在其他条件相当的两个国家之间，更“有利于保护贸易”的国家（如利比亚），吸引“一带一路”港口项目的可能性，是此方面优势不明显的国家（如利比里亚）的2.7倍。

2. <pure> China's “maritime road”

To measure the maritime road's impact, we tested three benefits it could offer China.

If the road were a resource grab, its projects should cluster in places that sell raw materials that China imports.

If its aim were to boost trade, it should track the busiest routes used by Chinese shipping today, or where trade is likely to grow fastest.

And if it were intended to secure current trade routes, its ports should sit near choke points — areas whose closure would force goods to travel circuitously — or in places that offer alternative routes.

We tested these explanations by using them to predict {if countries host a BRI port}. The results were conclusive. After holding other factors (constant), there was no statistically significant link between having a BRI port and ① exporting raw materials that China wants, or ② having high current or projected trade with it. In contrast, the “trade-protection benefit” — either the value of Chinese trade (in a country's waters) multiplied by the extra distance (goods would have to go if those routes were shut), or the amount of trade (that would be diverted to a country if shipping were disrupted elsewhere) — was a good predictor.

Given two otherwise average countries, one (with a high trade-protection benefit (like Libya)) is 2.7 times likelier to host a BRI port than another (with an average benefit (like Liberia)).
