

Blue Paper on the Guangdong's Participation in the
Belt and Road Initiative (2013-2018)

广东参与“一带一路”建设

蓝皮书

(2013—2018)

主 编 毛艳华

副主编 荣健欣 邹嘉龄 李艳秀

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摘要

2013年秋，国家主席习近平提出与世界各国共建“一带一路”的宏伟倡议，得到国际社会的高度关注和有关国家的积极响应。共建“一带一路”倡议顺应了国际金融危机爆发后全球开放合作、全球治理变革和全球共同发展的新形势与新需要。五年来，理念已转化为行动，愿景已变为现实，共建“一带一路”的基本制度框架已经形成，“一带一路”国际合作的保障机制体系逐步完善，“一带一路”重大建设项目已经落地，共建“一带一路”正在成为我国参与全球开放合作、改善全球经济治理体系、促进全球共同发展繁荣、推动构建人类命运共同体的中国方案。

广东处于改革开放的前沿，围绕国家赋予的战略枢纽、经贸合作中心和重要引擎的定位，广东积极参与“一带一路”国际合作，务实推动“五通”重点领域建设，创新对外开放模式，拓展对外开放空间，推动形成全面开放新格局，在“一带一路”建设的各个领域都取得了显著成绩。本蓝皮书以“广东参与‘一带一路’建设”为研究主题，首次对“一带一路”倡议提出五年来广东参与“一带一路”建设在各个领域取得的重要成绩和存在的主要问题进行系统的总结研究，提出了推动广东参与“一带一路”建设高质量发展的思路 and 措施。

本蓝皮书包括十章内容，从全球化理论和全球化视野阐述了“一带一路”倡议提出的时代背景和深刻内涵，综合运用多学科理论和研究方法，探讨了广东参与“一带一路”建设的优势和定位，深化了对“一带一路”建设中发挥政府创新政策的推动作用的认知，回答了广东如何打造“一带一路”战略枢纽、经贸合作中心和重要引擎等问题，分析了“一带一路”建设中加

强金融支持、深化人文交流和扩大其他重点领域合作的重要性。蓝皮书还强调新时代粤港澳携手参与“一带一路”建设的重要意义，提出了加快建设“一带一路”重要引擎和支撑区域的路径与措施。

“一带一路”建设重视发挥市场机制的作用，但也强调政府推动和政策保障作用，以避免以往全球化过程中出现的大量“市场失灵”问题。广东作为全国各省市中第一个制订参与“一带一路”实施方案的省份，在“一带一路”政策保障体系建设中走在全国前列。本蓝皮书系统总结了国家、广东省和省内主要城市的“一带一路”相关政策，以及政策的衔接和政策如何促进广东参与“一带一路”建设。本蓝皮书认为，随着“一带一路”国际合作的稳步推进，广东省“一带一路”支持政策需要进一步优化和调整，要明确各地市的定位，加强与周边省份的互联互通，积极参与建设“数字丝绸之路”，重视参与“一带一路”建设的政策创新。

设施联通是“一带一路”国际合作的基础，也是“一带一路”建设的优先领域。本蓝皮书着重研究了广东省在中欧班列发展、航运枢纽发展和航空枢纽建设中所取得的成就。“一带一路”倡议提出五年来，广东中欧、中亚班列实现每周4列的常态化运营，通达亚、欧9个国家13个城市；挂靠广东港口的国际集装箱班轮航线达350条，通达全球100多个国家和地区的200多个港口；2017年广东省出港直飞“一带一路”沿线国家的航线共有84条，占全国出港直飞“一带一路”沿线国家的12.8%。本蓝皮书建议，广东省应立足自身区位优势和交通条件，加强中欧班列枢纽体系构建，共建粤港澳大湾区国际一流港口群，强化广州白云国际机场在“一带一路”建设中的航空枢纽地位，并协调和规划解决国际航权资源紧张问题，着力构筑联通内外、便捷高效的交通基础设施网络，建成面向“一带一路”的重要枢纽。

广东是经贸大省和经济强省。“一带一路”倡议提出五年来，广东加快贸易投资便利化改革，扩大与“一带一路”沿线国家的经贸投资合作，积极探索“走出去”新模式，不断构建与拓展“一带一路”区域价值链。2017年，广东与“一带一路”沿线国家的进出口达到2219.9亿美元，占中国与“一带一

路”沿线国家进出口总额的24.4%，排名全国第一；截至2017年年底，“一带一路”沿线国家在广东累计设立项目8770个，实际利用外资金额151.2亿美元；2014—2017年广东对沿线国家实际投资分别为17.2亿、24.9亿、41.1亿和2.95亿美元；广东规划在建的境外经贸合作区达到16个，大部分位于“一带一路”沿线国家和地区，初步形成了“走出去”内外联动效应。本蓝皮书认为，围绕打造“一带一路”经贸合作中心，广东要继续深化与“一带一路”沿线国家的贸易投资便利化合作，消除贸易投资通道和制度的障碍，同时加强对“一带一路”沿线国家的投资环境和区位优势的研究分析，发挥各类市场主体的积极性，支持企业“走出去”布局区域价值链，与沿线区域共享经济发展成果。

在构建以“一带一路”为重点的全面开放新格局中，携手港澳参与“一带一路”建设是广东的重要优势和特色。本蓝皮书认为，“一带一路”建设五年来，粤港澳三地达成了携手参与“一带一路”建设的政治共识，建立了携手参与“一带一路”建设的制度安排，深化粤港澳合作的体制机制创新也取得了新进展。同时，粤港澳合作参与“一带一路”建设在沿线市场开发、湾区要素便捷流动、合作意向落地和政策措施对接等方面仍然面临一些重要的问题和挑战。因此，本蓝皮书提出，以粤港澳大湾区建设为契机，加速湾区贸易投资便利化，加快完善携手“一带一路”建设的制度化机制，加强粤港澳三地在“一带一路”具体政策推进中的合作对接，把粤港澳大湾区建设成为“一带一路”的重要引擎和支撑区域。

广东一直是中国改革开放的试验田、先行区。本蓝皮书强调，要以纪念改革开放40年为新的起点，践行新发展理念，进一步提升广东参与“一带一路”建设的国际合作深度，加快推进基础设施互联互通，不断深化经贸投资合作，积极促进资金融通，进一步提升对外合作园区和项目建设的精细化水平，深化形式多样的人文交流合作，加强共建“一带一路”与粤港澳大湾区建设对接，强化广东企业“走出去”的服务与保障，支持建立和完善“一带一路”风险评估与应对机制，全面提升广东参与“一带一路”建设的质量和成效，努力在形成全面开放新格局进程中走在全国前列，发挥好“两个示范窗口”的作用。

Abstract

In the autumn of 2013, President Xi Jinping proposed the initiative of jointly building the Silk Road Economic Belt and the 21st-Century Maritime Silk Road (hereinafter referred to as the Belt and Road Initiative), which has attracted attention from all over the world and positive response from the countries concerned. The Belt and Road Initiative embraced the need for global cooperation, global governance reform and inclusive development in the aftermath of the international financial crisis. Five years on, the visions of the Belt and Road Initiative is becoming a reality, the institutional framework for jointly building the Belt and Road has been formed, the guarantee mechanism system for Belt and Road Initiative international cooperation has been gradually improved, and a number of major construction projects of Belt and Road Initiative has been launched. The Belt and Road Initiative is China's approach to participating in global cooperation, improving global economic governance, promoting inclusive development, and building a community with a shared future for humanity.

Guangdong has been on the forefront of reform and opening-up in China. As the national strategic hub, trade center and economic engine in China, Guangdong actively participates in Belt and Road Initiative international cooperation, pragmatically promotes the construction of the key areas of Five-Pronged Approach in Belt and Road Initiative, creates new models of opening up, expands new space for opening up, builds a new pattern of all-around opening-up and has made significant achievements in all areas of the Belt and Road Initiative. The Blue Paper focuses on

“Guangdong's participation in the construction of Belt and Road Initiative” for the first time, systematically studying and summarizing the significant achievements and major problems in Guangdong's participation in the Belt and Road Initiative construction for the past five years. Meanwhile, the Blue Paper proposed suggestions for enhancing the quality of Guangdong's participation in the Belt and Road Initiative.

The Blue Paper is composed by ten chapters. It expounds the background and profound connotation of Belt and Road Initiative from the perspective of globalization. It comprehensively applies multidisciplinary theories and methodologies to explore the advantages and the position of Guangdong's participation in Belt and Road Initiative. It has furthered the understanding of the role of government's innovation policy in the construction of Belt and Road Initiative and has answered the question that how Guangdong could become Belt and Road Initiative strategic hub, trade cooperation center and economic engine. And it analyzes the significance of strengthening financial support, enhancing the cultural exchanges and expanding cooperation in other key areas. The Blue Paper also emphasizes the importance of Guangdong, Hong Kong and Macao to participate in the Belt and Road Initiative in the new era and proposes paths and measures to accelerate the construction of Belt and Road Initiative.

The Belt and Road construction not only attaches great importance to the role of the market mechanism, but also emphasizes the role of government support to avoid “market failures” that have occurred in the globalization. As the first province in China to develop implementation plan to further the Belt and Road Initiative, Guangdong is at the forefront of the construction of Belt and Road Initiative policy guarantee systems. The Blue Paper has systematically summarized the related policies for Belt and Road Initiative at the national level, at the level of Guangdong province and by major cities in Guangdong. This book also summarized the policy

convergences and how policies promote Guangdong's participation in the Belt and Road Initiative construction. With the steady advancement of international cooperation, the Blue Paper believes that the supporting policies of Guangdong province need to be further optimized and adjusted. It is necessary to clarify the positioning of cities and regions in Guangdong, strengthen interconnection with neighboring provinces, and actively participate in the construction of digital silk road of the 21st century. Meanwhile, Guangdong should attach significance to policy innovation.

The facility connectivity is the foundation and priority in the Belt and Road Initiative. The Blue Paper focuses on the achievements of Guangdong province in the development of China-European trains, the development of shipping hubs and the construction of aviation hubs. Since the Belt and Road Initiative has been proposed, China-Europe (Guangdong) freight trains and China-Asia (Guangdong) freight trains have maintained four shipments per week, reaching 13 cities in 9 countries of Asia and Europe. Besides, there are 350 international container line services are linked to the Guangdong Port, connecting with over 200 ports in over 100 countries and regions. In 2017, there were 84 direct flights from Guangdong province towards Belt and Road Initiative countries, which accounted for 12.8% of the direct flights in China to Belt and Road countries. The Blue Paper suggests that Guangdong province, based on its location advantages and traffic conditions, should strengthen the construction of the China-European freight trains' hub system and jointly develop a world-class port group in Guangdong-Hong Kong-Macao Greater Bay Area. In the Belt and Road Initiative construction, Guangdong province should strengthen the positioning of Guangzhou Baiyun International Airport as the aviation hub, and coordinate and plan to solve the problem of international air rights resources. Besides, Guangdong should make efforts to build a convenient and efficient transportation infrastructure network to connect inside and outside China, and to establish itself as

an important hub for the Belt and Road Initiative.

Guangdong province is currently at the leading position on both economic scale and economic growth in China. Since Belt and Road Initiative has been proposed, Guangdong has accelerated the reform of trade and investment facilitation, expanded economic and trade investment cooperation with countries along the Belt and Road. Guangdong province also actively explored a new model of “going out”, and continuously constructed and expanded the Belt and Road regional value chain. In 2017, the import and export volume of Guangdong with the Belt and Road countries reached \$ 221.99 billion, accounting for 24.4% of the total import and export volume of China with the Belt and Road countries, ranking the first in China. At the end of 2017, countries along the Belt and Road have established 8,770 projects in Guangdong, which contributed \$ 15.12 billion to the actual use of foreign investment for Guangdong. During 2014–2017, Guangdong’s actual investment towards the countries along the Belt and Road was \$ 1.72billion, \$ 2.49billion, \$ 4.11billion and \$ 0.295 billion, respectively. The number of overseas economic and trade cooperation zones under construction of Guangdong has reached 16, and most of them are located in countries and regions along the Belt and Road, which initially formed a “going out” internal and external linkage effect. The Blue Paper believes that Guangdong, in order to establish Belt and Road economic and trade cooperation center, should further facilitate the trade and investment with Belt and Road countries, eliminate barriers to trade and investment, and strengthen the research and analysis on environmental and location advantages of Belt and Road countries, give full play to the enthusiasm of various market players, encourage and support enterprises to “go out” to develop regional value chains, and share prosperity with the regions along the Belt and Road.

In the construction of a new comprehensive opening-up pattern focusing on the Belt and Road Initiative, Guangdong should participate in the construction of

Belt and Road Initiative together with Hong Kong and Macau, which is an important advantage and unique characteristic of Guangdong. The Blue Paper observes that since the construction of Belt and Road Initiative, Guangdong, Hong Kong and Macao have reached a political consensus to work hand in hand in the construction of the Belt and Road, established an institutional arrangement to jointly participate in the Belt and Road Initiative. New progress has also been made to further innovate institutional mechanism in the cooperation among Guangdong, Hong Kong and Macao. At the same time, there are still some important issues and challenges for the cooperation in the aspects of the market expansion along the Belt and Road, facilitating the flow of productive factors, the identifying of cooperation intensions, and reaching consensus on new policy initiatives. Therefore, the Blue Paper proposes to take advantage of the Guangdong-Hong Kong-Macao Greater Bay Area to accelerate the facilitation of trade and investment in the Bay Area, to accelerate the improvement of the institutionalized mechanism for the construction of the Belt and Road Initiative, and to strengthen cooperation in the advancement of Belt and Road Initiative related policies. Moreover, Guangdong, Hong Kong and Macao should jointly promote the Bay Area into an important engine and support area for the Belt and Road.

Guangdong has always been the experimental field and pioneer of China's reform and opening-up. The Blue Paper emphasizes that Guangdong should commemorate the 40 years of reform and opening-up and regard this as a new starting point, practice new development ideas, further enhance the depth of international cooperation of Guangdong's participation in the Belt and Road Initiative, accelerate the interconnection of infrastructure, and continuously deepen economic and trade investment cooperation. Guangdong province need to promote financing, further enhance the level of refinement of foreign cooperative parks and project construction, deepen various forms of cultural exchanges and cooperation, strengthen the

construction of Belt and Road Initiative and the construction of Guangdong-Hong Kong-Macao Greater Bay Area, and strengthen the “going out” service of Guangdong enterprises. Besides, Guangdong province should support, establish and improve the risk assessment and emergency mechanism of Belt and Road Initiative, comprehensively enhance the quality and effectiveness of Guangdong’s participation in the Belt and Road construction, and strive to be at the forefront in China’s new round of reform and opening-up, thus providing a good demonstration for the rest of China.

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