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A Window to the Nation A Welcome to the World

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Belt and Road Forum for International Cooperation
No Free Blue Sky

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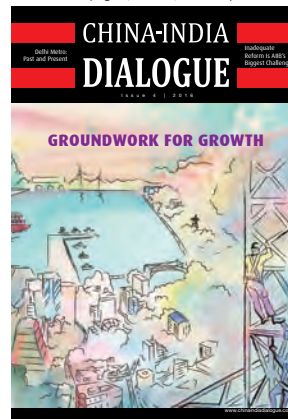
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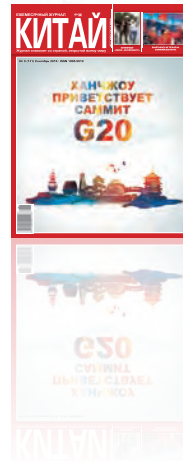
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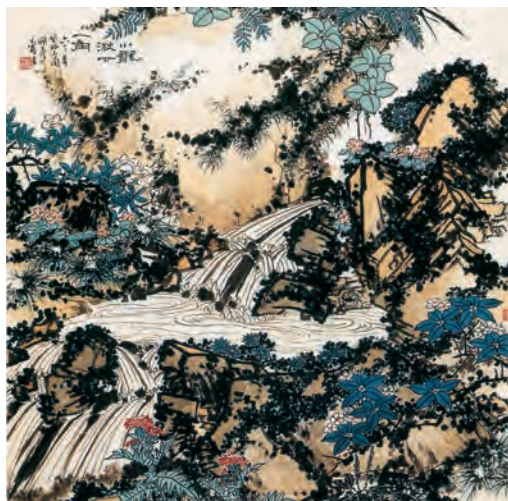
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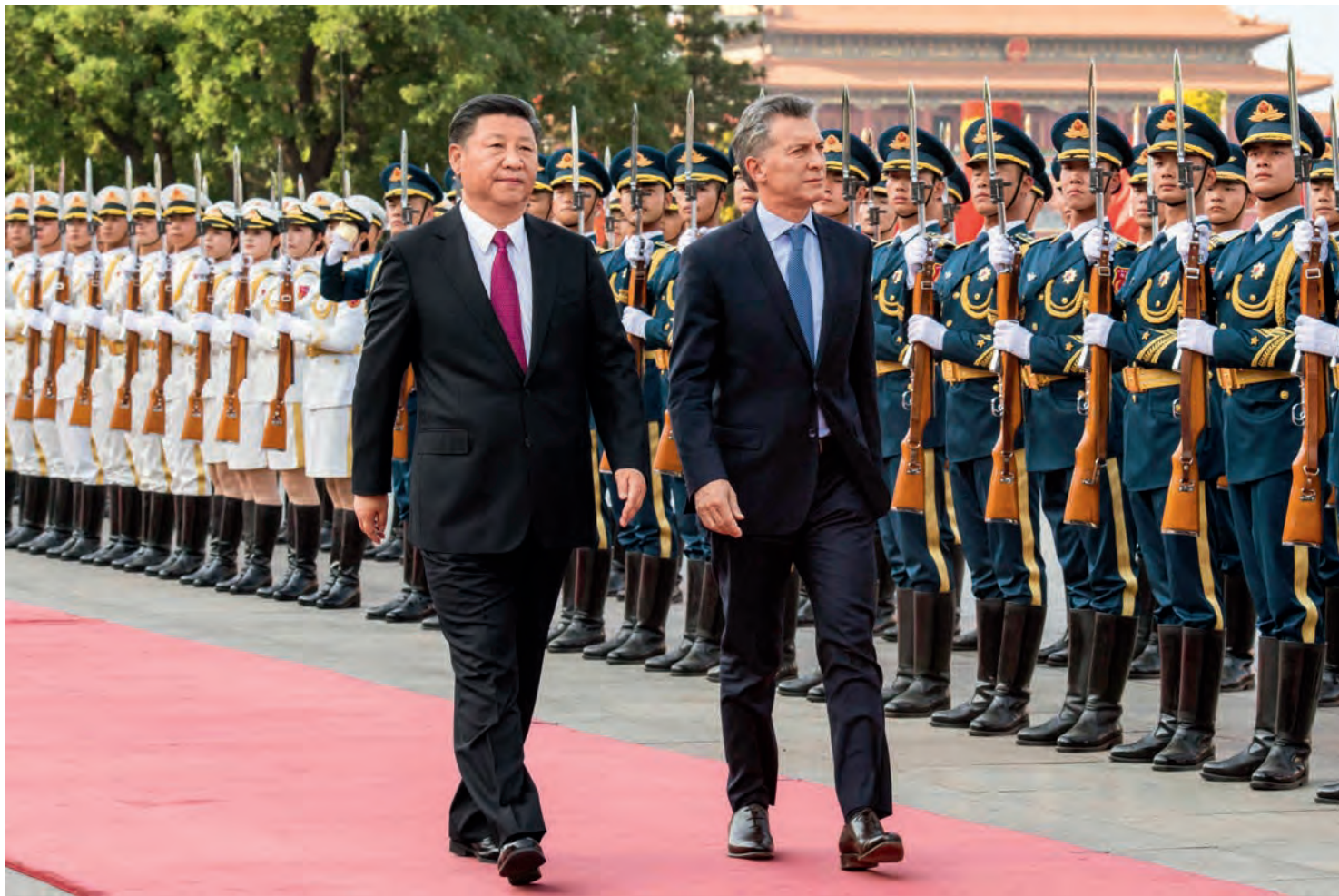
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by Li Tao/Xinhua

China-Argentina Cooperation

May 17, Beijing: Chinese President Xi Jinping presents a welcome ceremony for his Argentine counterpart Mauricio Macri before their meeting.

During the talks, Xi noted that this year marks the 45th anniversary of the establishment of diplomatic relations between China and Argentina. He urged expanded cooperation in areas like infrastructure and energy and praised the progress of existing major cooperation projects in hydroelectricity and railways.

Macri said Argentina is ready to work with China to promote balanced development of trade and reinforce cooperation in areas such as investment, finance, agriculture, science, culture and soccer.

After the meeting, 16 cooperative documents between China and Argentina were signed, covering fields including energy, sports and infrastructure.



by Li Tang

First Chinese-Made Aircraft Carrier

April 26, Dalian, Liaoning Province: China officially launches its first completely self-made aircraft carrier, a milestone for its navy.

The ship is the largest and most sophisticated surface vessel that China has ever built. Construction began in November 2013 and work in the dry dock started in March 2015. According to the military, the new aircraft carrier will be fitted with interior equipment and electronic systems in the next phase, before weaponry is installed. Mooring trials will be conducted to test the durability of the carrier's overall design and equipment.

The aircraft carrier will have a displacement of about 60,000 metric tons and a conventional propulsion system. China's homegrown J-15 fighter jets and other ship-borne aircraft will operate from the carrier in the future.



by Liang Xu/Xinhua

Mining Combustible Ice

May 16, Zhuhai, Guangdong Province: Flames spout from the trial mining site in the Shenhu area of the South China Sea. China has succeeded in collecting samples of combustible ice, a historic breakthrough that could lead to a global energy revolution.

The project marked China's first success in mining flammable ice at sea, after nearly two decades of continuous efforts and independent innovations in natural gas hydrate exploration and exploitation. International scientific circles believe that the natural gas hydrate is the optimal replacement for oil and natural gas. As an efficient, abundant and clean energy, it is also strategically important for future global energy development. Experts have asserted that this development shows that China has mastered combustible ice mining technology. However, this is still one step of a complex journey. A long road lies ahead before natural gas hydrate replaces all dirtier fuels.



IC

Racing the Dragon Boat

May 4, Suining, Sichuan Province: Dragon boat racers practice in preparation for the activities of the Dragon Boat Festival, which fell on May 30 this year.

With a history of over 2,000 years, the festival's origin is traced to the death of great patriotic poet Qu Yuan (340-278 BC), and it is celebrated in various ways throughout regions of China and neighboring countries. Dragon boat racing and eating *zongzi* (sticky rice dumplings in bamboo leaves) are the two most well-known traditions. Legend holds that the race originates from the idea of the people who rowed to save Qu Yuan when he drowned himself, with *zongzi* made to feed the fish in the river to protect his body.

In some regions of China, it's also a day of hygiene, on which people use herbs to dispel disease and insects. For example, they wear a perfume pouch or hang mugwort leaves or calamus on their doors.

Comment

Fighting Corruption for Clean Governance

Text by Qi Fanhua

Clean governance is desired by people from every country. However, authority has always been vulnerable to corruption throughout history. Preventing abuse of power has proven a key task in modern governance. Cleanliness is even an important factor in quantifying the modern development of governance. Since 2013, China's new leadership has promoted clean governance to new levels by successfully combating corruption and implementing zero tolerance. The campaign has received resounding applause from the public.

Chinese leaders including President Xi Jinping and Premier Li Keqiang have expressed their resolution to combat corruption on many occasions, firmly supporting the anti-corruption campaign. Over the last three years, China's anti-corruption watchdog has punished more than 80 high-ranking officials, referred to as "tigers," and nearly 180,000 low-ranking officials, known as "flies." As China's anti-corruption campaign cracks down on both "tigers" and "flies," civil servants are responding to the pressure by refusing to take bribes ever again.

In the past, corrupt officials would flee abroad once their crimes were found out and enjoy their embezzled money and assets in other countries without fear of punishment by Chinese law enforcement. Every criminal who walked free in a foreign country exerted a horrible influence on the bureaucrats in China. The current administration has strengthened cooperation with other countries to crack down on corruption by signing a series of international anti-corruption treaties and establishing a cooperative mechanism to chase



December 8, 2016: Procuratorate staff in Shijiazhuang, capital of Hebei Province, participate in an educational activity related to clean governance and anti-corruption, a day ahead of the International Anti-Corruption Day. by Wang Xiao/Xinhua

down international fugitives. After three years of efforts, more than 2,100 suspects who fled abroad have been extradited and subsequently arrested. The anti-corruption campaign has left nowhere for corrupt officials to hide.

Severe punishments for corrupt officials are only a short-term preventative method. Effective long-term anti-corruption reform requires mechanism upgrades and comprehensive improvement of the political system. China's political system contrasts with those of Western countries in many ways. The long-term ruling position of the Communist Party of China (CPC) is a decision made by both history and the Chinese people. China needs a supervision system suitable for its own conditions. This administration has made bold moves to reform the supervision mechanism. Pilot reform programs were launched in Beijing, Shanxi Province and Zhejiang Province. According to the new measures, a supervision committee with equal status to the government will be elected by the local people's congress in each province, autonomous region or municipality directly under the central government. The supervision committee will enjoy tremendous supervisory powers under the law. It integrates the corruption supervisory functions

that are so far distributed to the supervision bureaus under the government and the procurator. The integration averts complex coordination among different organs to improve efficiency.

The CPC is improving its system to ensure effective long-term anti-corruption mechanisms. Last year, the Sixth Plenary Session of the 18th CPC Central Committee deliberated and approved the *Regulations of the Communist Party of China on Internal Oversight*, which stipulated measures on stricter supervision of party members with respect to clean governance and unified punishment according to Party discipline. The CPC insisted that Party discipline should be stricter than the law. The Party has clearly stipulated the responsibility for appointing cadres and the mechanisms for punishing those who violate rules in the hope of standardizing the procedures for promotion and preventing problematic officials from ever getting promoted in the first place. The improvement of selection procedures will contribute to a better mechanism that works over the long term.

China's anti-corruption efforts will foster steady politics, clean governance and a harmonious society. 

The author is a professor from the National Academy of Development and Strategy at Renmin University of China.

网上丝绸之路 Online Silk Road

Edited by Li Zhuoxi

The term "Online Silk Road" refers to the multi-faceted, multi-layered economic information belt, based on the internet+, that links countries along the Belt and Road to enhance network connection and information flow. The establishment of such a channel can shrink the digital divide between countries, regions and groups, provide better access to more data and aid implementation of the Belt and Road Initiative.

Statistics show that by the end of 2014, the number of global internet users reached 3 billion, half of the world's population, with developed countries at the core. When the other half of the world's population gets connected, 90 percent of those new users will hail from emerging economies and developing countries, many of which are along the

Belt and Road.

In *Vision and Actions on Jointly Building the Silk Road Economic Belt and the 21st-Century Maritime Silk Road*, the Chinese government proposed that countries along the Belt and Road intensify streamlining trade, innovate trade modes and explore new commercial operations such as cross-border e-commerce to tighten ties between Asian and European countries in new ways.


The Belt and Road Initiative is strongly flavored by both temporal and spatial characteristics. Not only can the Online Silk Road break through the limitations of national boundaries and make traditional trade international and borderless, it will also drastically change global economic and trade patterns and increase the profundity of the Belt and Road Initiative, which can boost

traditional trade over land and sea by providing better networks, infrastructure, distribution channels, customs clearance and international payments, creating new space for cooperation in cross-border e-commerce.

China's recent experience in developing and establishing e-commerce can serve as an example for countries along the Belt and Road. In some developing countries, the digital divide is narrower than that of industrialization. Technical solutions and business models will soon be adopted in these countries, which will tremendously accelerate the arrival of common prosperity and progress. The Belt and Road Initiative and the internet+ will inspire brand-new cooperation patterns for international development that ultimately lead to win-win cooperation in developing countries.



November 9, 2016: A warehouse for a Chinese company specializing in cross-border e-commerce logistics in southeastern Moscow, Russia. Chinese products such as jewelry, clothes and especially mobile phones are favorites in overseas markets. Xinhua

On April 21, Ali Research Institute and DT Finance jointly released the *Report on the Big Data of the Online Silk Road*, the first of its kind to analyze the Online Silk Road through its economic data since the Belt and Road Initiative was first announced. As expected, countries along the Belt and Road top the list of those most active in cross-border e-commerce with China, including Russia, Israel, Thailand, Ukraine, Poland and the Czech Republic. 


光量子计算机 Photon Quantum Computer

Edited by Li Zhuoxi

On May 3, 2017, Pan Jianwei, academician from the University of Science and Technology of China (USTC), announced in Shanghai that China's scientific and technological research team had made a photon quantum computer based on a single photon, the first globally to eclipse classical models. Pan demonstrated its computing power, which is expected to lay a solid foundation for further quantum computing and eventually push traditional computers towards obsolescence.

Quantum computers perform ultra-fast parallel calculation and simulation capabilities by exploiting quantum interference and superposition principles. Some use an analogy comparing a traditional computer to a bike, which would make a quantum computer like an

airplane. Experimental measurements show that the sampling speed of the prototype increases at least 24,000 times over its international counterparts. It is better at tackling large-scale computing puzzles in cryptoanalysis, weather forecasting, pharmaceutical design, analytical finance and oil exploration.

This computer was jointly developed by the USTC, CAS-Alibaba Quantum Company Laboratory, Zhejiang University and the Institute of Physics under the Chinese Academy of Sciences (CAS). The great success of the prototype is only the first step towards realizing the dream of putting the theory into practice. Experts predict that by 2025, quantum computers will run as fast as today's leading supercomputers, and solve many major problems that currently seem insurmountable. 



May 3, 2017: Professor Lu Chaoyang (center) from the University of Science and Technology of China and his students work in a lab in Shanghai. The birth of the photon quantum computer, the first of its kind that eclipses the computing power of classical computers on the planet, has made China a world leader in this field. Xinhua



Lessons from Yuanyang

Text and photographs by Helena Villar Segura

I have always thought that Chinese people wake up earlier than those in any other place in the world. I don't really know why, but even before the sun is up, locals have started their days. Maybe because of that, when I travel in this amazing country, I always do the same.

Last year, on July 4, I took public transport to the bus station in Kunming at around 6:30 in the morning. I had arrived the previous night from Fuzhou, in Fujian Province, where the humidity stuck to the stones and soaked the body. I felt really thankful for the cool weather that had welcomed us in the southwestern province of Yunnan, a land that leaves nobody unmoved. Our first stop was Yuanyang. From Kunming to the terraced paddy fields there was a really long journey by road, but even along the route, the landscapes were stunning. We reached the hostel late in the evening; the darkness was complete. There were no lights, no strong sounds—just water flowing and some insects flying around. We were exhausted, but so hungry that we couldn't sleep until we had eaten something. There, we had our first culinary experience in Yunnan. The food was extraordinary. The flavor of the vegetables was rich and fresh, and the recipe was unique, different from anything else I had tried before. Thinking already of the breakfast and the coffee I would have the next morning, I went straight to bed. When I closed my eyes that first night in Yunnan, I couldn't help thinking that I had arrived in a different universe. And I was right.

The next morning, we went to a place just in front of the terraced paddy fields in Duoyishu. The fields were wrapped in a morning haze and the sun wasn't yet up when we arrived. We sat and said nothing:

thinking, looking around and waiting. All of a sudden, the mist dissipated, just as the sunlight appeared. Just as I had seen before in pictures and paintings, but never in reality, a mix of colors fell over the scene: orange, pink, red, blue, yellow and pure green—a vivid and intense green. Hundreds of paddy terraces, the result of generations of hard work, opened up before us. They seemed to move in front of our eyes. The effect of the clouds flowed up and down the hill, the fog spread to the top of the mountains and eventually disappeared, and the sound of the silence... It's been almost a year, and I still can't forget that feeling. We left without even mentioning what

we had just seen. I guess we just wanted to fix that moment in our memories, or maybe think about it privately; or, perhaps, to think nothing and just enjoy the peace of the land, so far from our daily routines. I'm certain we all knew that such a place was something we would never forget.

Once we arrived at a guesthouse restaurant, the environment completely changed, and laughs and jokes arrived with our breakfast. Through the huge windows of the place, we had an incredible panoramic view of the valley. Far below, a few locals walked among the rice, wearing boots and simple clothes. Water buffaloes worked the land, slowly and calmly. I glanced at my cup

Silence at the rice terraces of Yuanyang.





The elderly lady, from a local ethnic minority group, spins and weaves shoes. She smiles at me and continues weaving.


of coffee and smiled. There was nothing missing. A very light body and an amazing, fruity aroma define the coffee from Yunnan. The aroma is similar to that of beans from Guatemala or Honduras, but we found the body quite special. In fact, we were drinking it for the whole trip. Even now, I still sometimes think of it when drinking ordinary coffee here in Beijing, and I miss it as though I had been drinking it for years, even though it was just a few days.

The owner of the guesthouse was a young, active guy from Fujian Province. I don't remember his name, but during those nights we spent at his place, I called him 'laoban'. He moved there because he thought Yunnan was China's most beautiful province. I haven't seen them all, but I have to admit that, so far, I agree. Magic



The most amazing thing about those little squares of water is the way they mirror the sky.

was created there; I'm sure.

That morning I discovered the minorities living there; children, adults and elderly people wearing different costumes, playing and walking together, belonging to different ethnicities but to the same place. When I look back and remember them, I see nothing but pure feeling. I see lessons coming from them, lessons that cannot be found in books, schools or universities. I see friendly people and happy children. I see honesty, hard work, persistence and experience in their eyes. For those few days, I shared a piece of their lives and culture, ate their unique food, saw their incredible clothes and walked their lands. On our last day, after visiting Quanfuzhuang Village, relaxing here and there, drinking coffee, trying specialty dishes, writing, reading and talking, we went to Laohuzui, to see the sunset and say goodbye to this amazing mountain town. Again, a magnetic combination of colors and sounds made us fall in love with everything around us. Nothing else mattered at that moment. Somehow, when you admire that kind of place, you realize you are so small, so insignificant, and so brief. There are massive places hiding in the world, and when you are in front of them, you can feel how big they are. The rice terraces in the south of Yunnan Province are one such place. Experiencing them is not just good: it is something that happens only once. 



Since the 18th National Congress of the Communist Party of China (CPC) in 2012, despite grave difficulties both at home and abroad, China has risen to the challenge and worked hard to press ahead, driving forward sustained, healthy economic and social development, under the leadership of the CPC Central Committee with Xi Jinping at its core.

During the past five years, China has achieved major progress in finishing building a moderately prosperous society in all respects, made important strides in deepening reform, and continued to exercise law-based governance. All of these achievements show that Chinese people have the courage, ingenuity, and ability to overcome any difficulty or hardship, and that there is even better development ahead for China.

Chinese Aircraft Manufacturing Takes Off

Edited by Ru Yuan

On May 5, 2017, China's homegrown large passenger plane, the C919, took off into the sky in Shanghai, with thousands of spectators gathering to witness the historic moment. Departing from Shanghai Pudong International Airport at around 2 p.m., the C919's maiden flight, with five crew members on board but no passengers, lasted about 79 minutes, reaching an altitude of 3,000 meters. The plane's successful debut makes China the fourth jumbo jet producer in the world after the United States, Europe, and Russia. Not only has China joined the global aviation market as a strong competitor, but the country's manufacturing and innovation sectors have been reinforced as well.



April 24, 2017: Before dawn, the C919 had already been towed to the parking area used for experimental purposes, in preparation for its high-speed taxiing test. by Wan Quan

Chinese Aviation

Manufactured by Shanghai-based Commercial Aircraft Corporation of China, Ltd. (COMAC), the twin-engine single-aisle C919 will be used for medium-haul flights in the commercial market, a process which may take two to three years.

The Chinese government has been placing great importance on establishing independence and self-sufficiency in all aspects of aviation. In 2007, the C919 project, a plan to develop a domestically-built large passenger jet, was launched. One year later, COMAC was established in Shanghai due to the city's technological advantages in the aviation industry. In November 2015, the first C919 jet rolled off the assembly line. The letter "C" in the aircraft's name stands for both China and COMAC, while 9 symbolizes "forever" in Chinese culture, and 19 represents its 190-seat capacity.

After World War II, the global aviation industry gradually shifted from military to civil aviation. In the early 1970s, China launched a development plan for the Y-10, a four-engine narrow-body aircraft, to testify to advances in Chinese industry and obtain experience in large aircraft design and flight testing. Despite the successful trial flight of the Y-10 in September 1980, the program was cancelled only a few years later. According to Cheng Bushi, deputy chief designer of the Y-10, failure to meet airworthiness standards and a lack of test pilots were the major reasons the aircraft was never certified after several test flights. The failure of the Y-10 program alerted Chinese aviation authorities to the importance of airworthiness, and a standards division was eventually established in 1987.

February 15, 2017: The C919 undergoes checks in the final assembly workshop. The C919 passed a series of strict tests before it rolled off the assembly line in November 2015. by Wan Quan







The cockpit of the C919's flight simulator. The C919 project is China's major effort to enter the global aircraft market dominated by Boeing and Airbus. by Wan Quan



The command hall for the C919's high-speed taxiing test in April 2017. By early February 2017, COMAC, the Shanghai-based developer of the C919, had almost completed the onboard systems installation as well as major static and system integration tests. by Wan Quan

In 2014, the ARJ21-700, China's first domestically-produced regional jet model, was officially certified, using the country's airworthiness standards. The ARJ21 is short for Advanced Regional Jet for the 21st Century. The first ARJ21-700 was designed between 2003 and 2007 and made its first test flight in November 2008. The jet completed more than 5,000 hours of test flights before it was officially certified at the end of 2014.

The ARJ21 has 78 seats in a dual-class configuration and 90 in a full economy configuration. Its operational life is designed to exceed 60,000 flying hours or 20 calendar years. The ARJ21 is considered the maiden project of China's passenger aircraft manufacturing efforts. Even during the development process of the ARJ21, all stakeholders including the authorities, manufacturers and suppliers were already looking towards the C919.

Eyeing the International Market

According to designers of the C919, more than 50 percent of its parts and components were domestically made, either by Chinese companies or joint ventures in China. Since launching the C919 project, the plane's research team has made 102 technological breakthroughs in fields such as integrated design of engines and systems control. The C919, with a standard range of 4,075 kilometers, is worthy competition for the newest Airbus 320 and Boeing 737.

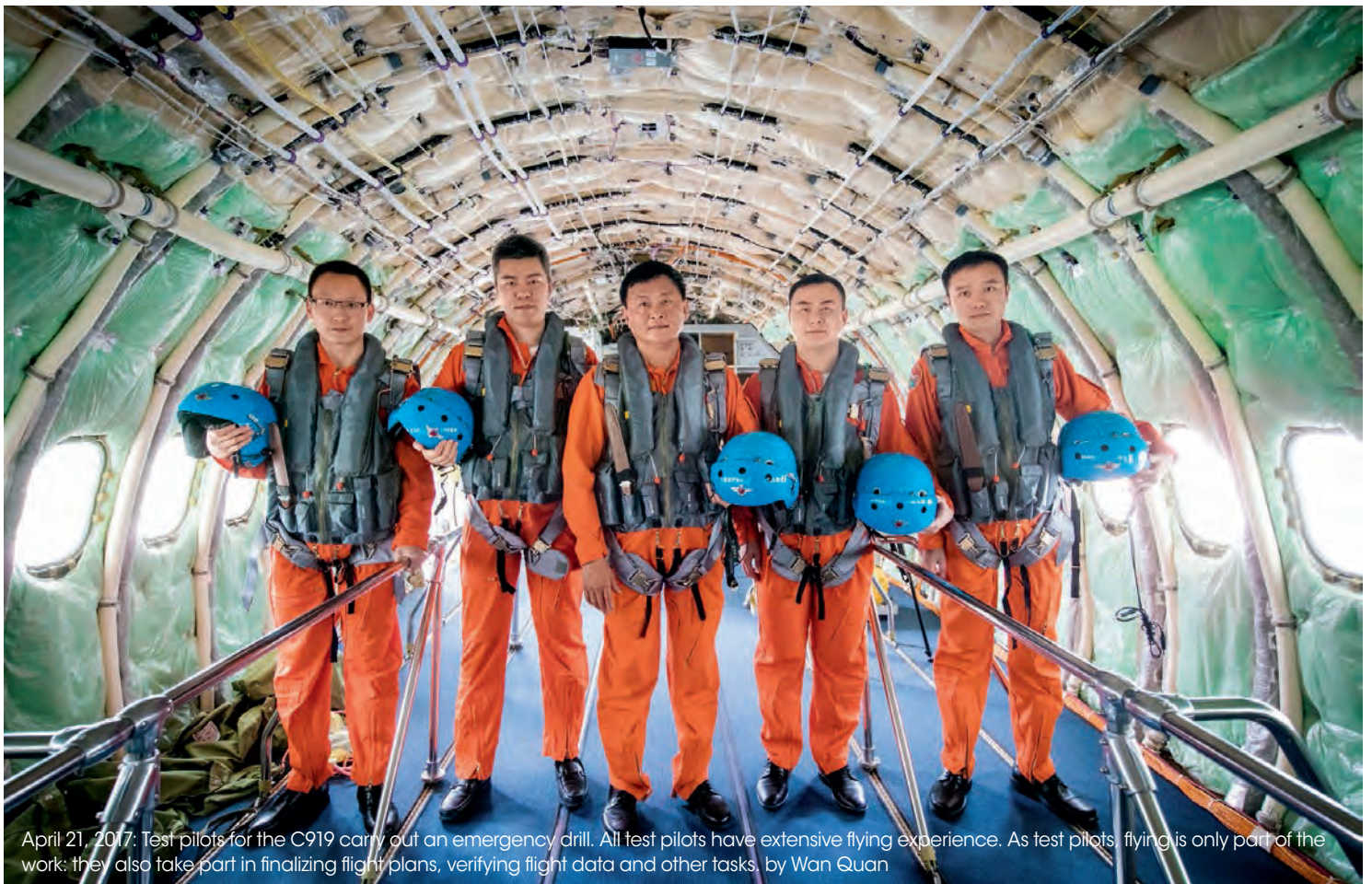
Many industry insiders were impressed by the C919. "We believe the C919 will bring new competition to the market, and we welcome competition to drive development of the industry," said Eric Chen, president of Airbus Commercial Aircraft China. Kevin McAllister, president and CEO of Boeing Commercial Airplanes, expressed congratulations from Boeing after the C919's successful debut flight. "This

is a great achievement in COMAC history and an important milestone for Chinese aviation,” he added.

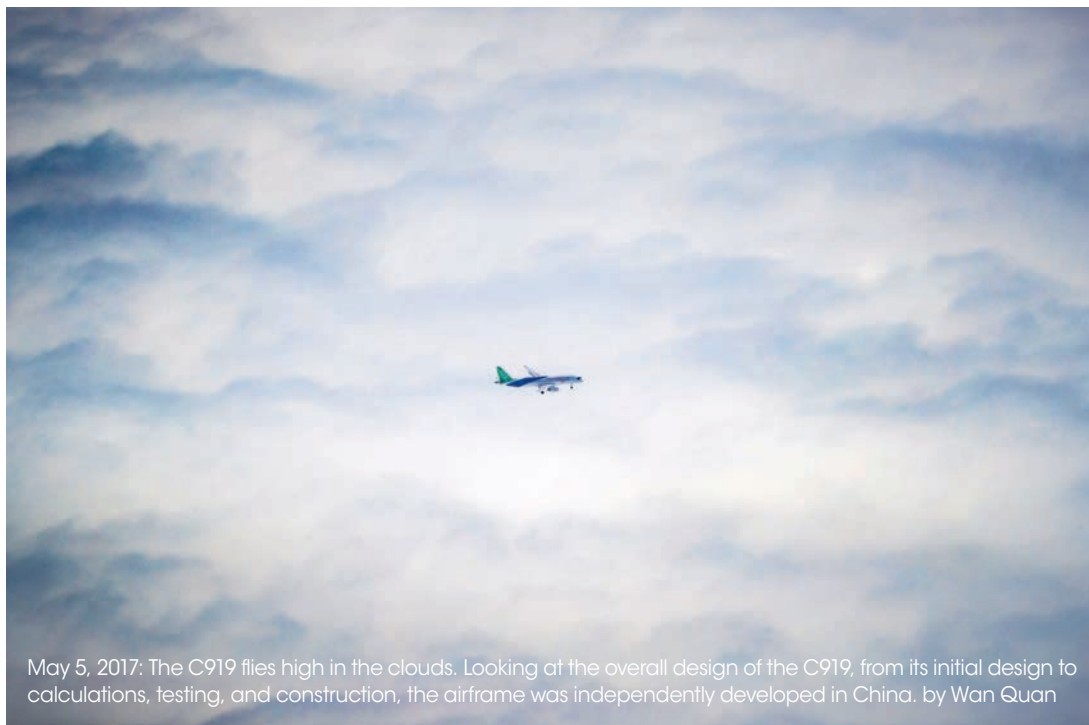
COMAC has already received more than 570 orders for the C919 from 23 foreign and domestic customers including China’s national carrier, Air China, and leasing company GE Capital Aviation Service. With an increasing volume of Chinese people traveling for leisure and business, China’s aviation market has been growing rapidly. In 2016, Boeing predicted that China would become the world’s top aviation market within 20 years, projecting demand for 6,810 new aircraft in the coming 20 years, worth a total of US\$1 trillion.



April 20, 2017: Engineers perform adjustments on the C919 before it carries out its high-speed taxiing test in Shanghai. by Wan Quan



April 21, 2017: Test pilots for the C919 carry out an emergency drill. All test pilots have extensive flying experience. As test pilots, flying is only part of the work: they also take part in finalizing flight plans, verifying flight data and other tasks. by Wan Quan



May 5, 2017: After the C919's safe landing, captain Cai Jun (left) hugs Wu Guanghui, chief designer of the C919. As China's first indigenously-designed large passenger aircraft, the C919 will provide win-win cooperation for both China and the global market. by Xu Xun




Michel Merluzeau, director of Air Insight Research, a Seattle-based aerospace market analysis and consulting group, predicted in an interview that by the mid-2030s, COMAC will become an important link in global aerospace supply chains.

However, denting the dominance of Boeing and Airbus in the near future would be unrealistic. Western certification is already a major challenge facing the Chinese passenger jet. Being awarded European Aviation Safety Agency (EASA) and Federal Aviation Administration (FAA) certification would represent a huge victory for the program due to the meticulous requirements. "If that happens, the market

for the C919 will be greatly expanded," said Merluzeau.

Aviation analysts expect the C919 to become a strong option for global carriers in the decades to come. They recommend COMAC seek to learn from and cooperate with Boeing and Airbus, the world's most mature aircraft manufacturers.

"The global market is so complex and competitive that it is impossible to make a big splash immediately with a product that instantly ends the competition," explains Vasily Kashin, a senior research fellow at the Center for Comprehensive European and International Studies of the Moscow-based Higher School of Economics. 

Cheng Bushi: My Life on the Wing

Text by Yang Yunqian

Photographs courtesy of Cheng Bushi unless otherwise credited



Cheng Bushi, already in his late eighties, leads a life which has been closely tied to the development of the country's aircraft industry. by Lai Xinlin

During the celebration on the afternoon of May 5, 2017, after the successful maiden flight of the C919, one senior in the crowd was particularly emotional. “China isn’t behind global leaders in aviation by much,” cried Cheng Bushi, a member of the C919 expert team. “We gained experience and built our own team from the Y-10 project, which eventually formed the powerful core we needed to build the C919. In the future, we are bound to face more challenges and overcome more difficulties, but our confidence will only grow.”

One of the first-generation Chinese aircraft designers, Cheng Bushi served as deputy chief designer of the Y-10, China’s first commercial jet airliner developed in the 1970s. In 2007, the C919 project, a plan to develop a domestically-built large passenger jet, was officially approved. In 2008, the Shanghai-based Commercial Aircraft Corporation of China, Ltd. (COMAC), a state-owned aerospace manufacturer devoted to implementing major national projects related to large and medium-sized passenger planes, was established. Cheng was invited to join the C919’s expert team. During the C919’s design and research phase, Cheng oversaw the program from a wider angle and provided consultation on various parts of the plane, including the head, body, wings, and engines, as well as various experiments on things like system integration, static testing and trial flights.

The successful maiden flight of the C919 drew heavy attention to China’s large passenger planes. “I have been involved in China’s aviation industry for more than six decades and designed small as well as supersonic aircraft,” asserts Cheng. “It used to be a sore point that we didn’t have our own jumbo jets. But this makes up for it. I have no regrets now.”



28-year-old Cheng (third from right) stood in front of a Shenyang JJ-1, the first jet independently developed and manufactured by China in 1958.

Cheng was born in 1930 in Liling, Hunan Province. After graduating from high school in 1947, Cheng was determined to “build aircraft for the motherland.” “Earlier, I attended a middle school in Guilin, Guangxi, where I saw the Flying Tigers battling the invading Japanese air force with my own eyes,” recalls Cheng. During the Chinese People’s War of Resistance against Japanese Aggression, Guilin served as an air base for the First American Volunteer Group (AVG) of the Chinese Air Force, nicknamed the Flying Tigers. “I wanted to design aircraft like that to take down Japanese warplanes.” In 1947, with great aspirations for the aviation industry, Cheng was admitted by the Beijing-based Tsinghua University. Tsinghua was the first university in China to launch a department of aeronautical engineering, which opened

in 1938. With its wealth of brilliant professors including renowned aerodynamicist and aeronautical engineer Shen Yuan and fluid mechanics expert Lu Shijia, the department became independent in the 1950s and eventually became Beijing University of Aeronautics and Astronautics. When Cheng entered the university, China’s aviation industry was quite nascent. While many of his 40-plus classmates eventually decided to change majors, Cheng stuck it out with aviation to the end.

In 1956, China decided to organize its own aircraft design. Cheng, who was appointed director of the overall design team of the No. 1 Aircraft Design Office, took part in the design of Shenyang JJ-1, the first jet independently developed and manufactured by China, which he considered his first chance to live out his dream.



On September 26, 1980, the Y-10 completed its test flight in Shanghai. The foreign press commented that after developing this kind of highly complex technology, China could no longer be regarded as a backward country.



Cheng stood in front of a Y-10 jet in 2004. It used to be a sore point for Cheng, who served as deputy chief designer of the jet, that the Y-10 project was terminated in the 1980s.

After World War II, global aviation development gradually shifted focus from military to civilian use. From the flying machine developed by the Wright brothers to modern long-range airliners capable of carrying heavy cargo, the two major breakthroughs in air technology in the 20th Century remain the jet engine and large planes. Cheng has participated in the realization of both breakthroughs in China.

The term “jumbo jet” generally refers to airplanes in transportation categories with a gross takeoff weight of more than 100 tons or trunk liners with more than 150 seats. The ability to produce jumbo jets testifies to the overall development level of a country’s civil aircraft industry and even its overall industrial system. In 1955, the Boeing Company developed the Boeing 707, a long-range, four-engine jet airliner. In 1969, the Airbus A300, the Boeing 707’s European counterpart, was jointly developed, manufactured and marketed by countries including Britain, France, and Germany.

In August 1970, China’s Y-10 project, which aimed to develop a large aircraft,

was launched in Shanghai. Cheng joined more than 300 researchers and scientists from more than 40 institutes across China, and devoted all of his efforts to the project. After serving as deputy director of the overall design team for a period of time, he was appointed deputy chief designer of the Y-10. On September 26, 1980, the Y-10 completed its test flight in Shanghai, with a gross takeoff weight of more than 110 tons and a maximum range of more than 8,300 kilometers. An indigenous Chinese design, the Y-10 was China’s first large jet aircraft with all intellectual property rights owned by the country. It was considered comparable to its competitors from the United States, Europe, and the Soviet Union.

However, in 1982, research and development work on the Y-10 came to a halt. In 1986, the project was officially terminated, which Cheng regretted for a long time. The end of the project led to further collapse: Research and development of China’s domestic jumbo jets got disconnected, and brain drain became a major concern. China fell so far behind in jumbo jet technology

May 5, 2017: China’s homegrown jumbo jet C919 completes its maiden flight in Shanghai, with thousands of people witnessing the historic moment. by Chen Jian




that it even became a source of embarrassment. “During one international aviation conference, delegates from China were asked to leave the venue early,” glares Cheng. “The foreign host announced that they were going to discuss something we were not supposed to know.”

But Cheng has never given up his dream of developing China’s own large planes. Even after he retired in 1986, he spent considerable time writing in support of the development of Chinese jumbo jets. “We need our own large passenger airliners,” he declared at numerous workshops

and seminars across the country. Until the C919 project was formally approved in 2007, he had been writing articles on a blog for science popularization, confronting questions about the Y-10 and emphasizing the importance and necessity of building Chinese jumbo jets.

Cheng spent his entire career making breakthroughs in aviation. Among other things, he achieved supersonic speeds in China’s military aircraft, explored the possibility of large airplanes as well as computer-aided design, and formulated and employed China’s airworthiness standards

for civil aircraft. Some have argued that he was not born “at the right time.” If the Y-10 project had continued, not only would China’s jumbo jet development now be at a higher level, but Cheng’s personal achievements would be even more impressive.

Cheng believes that the past three to four decades have represented an inevitably tortuous road during the development of the Chinese nation. The nation continues to march ahead after paying some heavy tolls and correcting its errors. He has remained concerned with helping the country’s aviation industry take off. 



Belt and Road Forum For a Tighter World of C

Text by Liu Haile

As world economic growth remains sluggish and uncertainty persists, perhaps the time has come for countries around the globe to seek mutually beneficial connectivity and cooperation rather than extreme nationalism and protectionism. From May 14 to 15, 2017, about 1,500 delegates from over 130 countries and 70 international organizations, including 29 foreign heads of state or government, gathered in Beijing for the two-day Belt and Road Forum for International Cooperation (BRF), aiming to chart a new course for global cooperation.

Back in 2013, Chinese President Xi Jinping proposed the building of the Silk Road Economic Belt and the 21st-Century Maritime Silk Road, a modern version of the ancient trade routes connecting Asia, Europe and Africa. Nearly four years later, the two-day forum turned a new page for this grandiose project that is now popularly known as the Belt and Road Initiative.



Common Prosperity



A bird's-eye view of the Yanqi Lake International Convention and Exhibition Center, the main venue of the Belt and Road Forum for International Cooperation held in Beijing from May 14 to 15, 2017. by Xu Xun

From Chinese Proposal to Global Plan

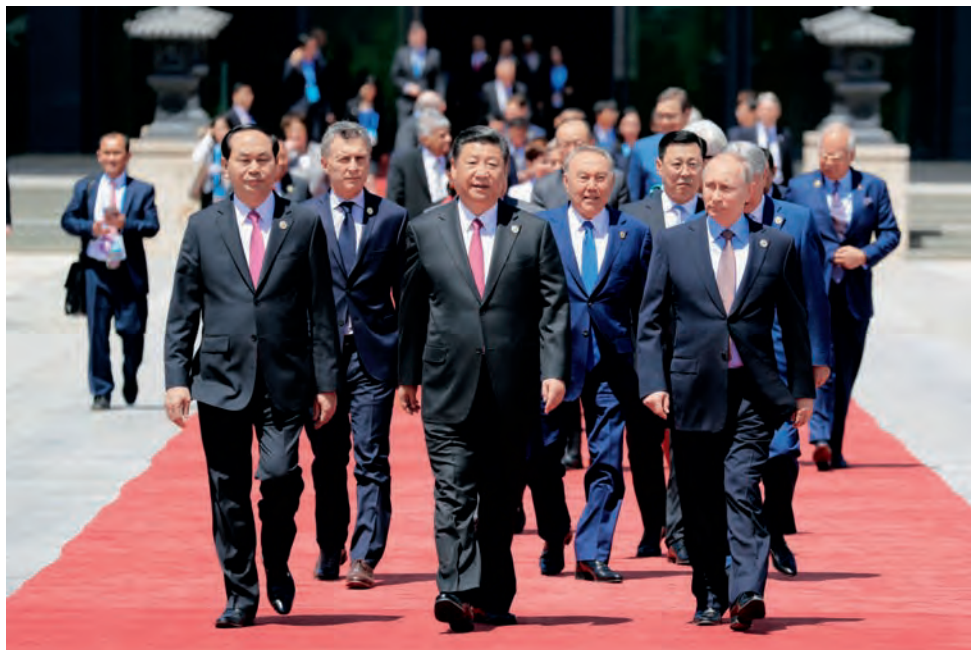
Since its inception, the Belt and Road Initiative has received positive feedback from many countries and regions because it is an open, inclusive plan offering a platform from which countries in Eurasia and beyond can strengthen economic and cultural cooperation to achieve common prosperity.

When meeting journalists at the end of the BRF, President Xi noted that a total of 68 countries and international organizations had signed Belt and Road cooperation agreements with China, some of which happened during the forum. Now an international buzzword, the Belt and Road Initiative has grown from a Chinese proposal into a global plan.

By linking countries and regions that account for about 60 percent of the world's population and 30 percent of global GDP, the Initiative is a perfect example of China offering its own wisdom and solutions for global governance, opined Wang Yiwei, a professor at the School of International Relations at Renmin University of China. "It features inclusive and sustainable growth and acknowledges the development needs of different countries and regions," he added.

Many participants of the forum gave enthusiastic approval to the Initiative. Russian President Vladimir Putin said in his speech at the opening ceremony that the Initiative is helping boost economic cooperation and exchange among many countries. Mushahid Hussain Sayed, chairman of the Pakistan Parliamentary Committee on the China-Pakistan Economic Corridor (CPEC), called the Initiative a "new model for global economic cooperation" and "probably the most important diplomatic and development initiative of the 21st Century."

President Xi pointed out in his keynote speech at the opening ceremony of the fo-



May 15, 2017: Chinese President Xi Jinping and foreign leaders walk out of the venue at the Yanqi Lake International Convention and Exhibition Center after the first meeting of the Leaders' Round-table Summit at the Belt and Road Forum for International Cooperation. by Xu Xun

rum: "The Belt and Road Initiative is rooted in the ancient Silk Road. It focuses on the Asian, European and African continents, but is also open to all other countries. Every country, whether in Asia, Europe, Africa or the Americas, can be an international cooperation partner within the Belt and Road Initiative. Pursuit of this Initiative is based on extensive mutual consultation, and its benefits will be shared by all."

From Vision to Reality

The Belt and Road Initiative calls for policy coordination, infrastructure connectivity, unimpeded trade, financial integration and closer people-to-people communication based on the principles of "extensive consultation, joint contribution and shared benefits."

Already, it has evolved from a blueprint into concrete action. From Mongolia to Malaysia, Thailand to Pakistan and Laos to Uzbekistan, projects under the Belt

and Road Initiative, including high-speed railways, bridges, ports, industrial parks, oil pipelines and power grids, are sprouting up, generating real benefits for people in countries along the routes.

For instance, remarkable achievements have been made on the CPEC, a flagship project under the Belt and Road Initiative comprised of highways, rails, pipelines and optical cables linking China's Kashgar to Pakistan's Gwadar. After completion of the first phase of its construction plan, the Gwadar port, previously a nondescript fishing harbor, now boasts three multifunctional piers with an annual handling capacity of 50,000 to 70,000 20-foot equivalent units, which have brought 20,000 jobs to locals.

Another example is the China-Kazakhstan Lianyungang Logistics Park on China's eastern coast that opened in June 2015. It provides Kazakhstan, the largest landlocked country in the world, access to the sea. Now, agricultural products from

Kazakhstan can travel to Lianyungang in only six days. From there, they are transported to Southeast Asia, greatly expanding the market for Kazakh products.

A freight route linking China's eastern coast to London is already operating. Stretching over 12,000 kilometers and passing through nine countries, the railway enables cargo to traverse the Eurasian continent in 18 days. Such moves are making cross-border trade easier and faster.

With support from multilateral financial organizations and mechanisms such as the Asian Infrastructure Investment Bank (AIIB) and the Silk Road Fund, many projects under the Initiative are progressing smoothly, and countries involved have reinforced their financial cooperation.

In addition to multiple infrastructure and economic cooperation projects, many programs aiming to promote cultural exchange have also been implemented under the Belt and Road Initiative, which considerably enhance people-to-people communication among countries along the routes. "I see the Belt and Road Initiative as 'soft power' infrastructure—providing younger generations with the knowledge, values and open minds to shape inclusive and peaceful societies, master the language of diversity and navigate across cultures," noted UNESCO Director-General Irina Bokova at the thematic session on people-to-people connectivity during the BRF.

Eyeing a Shared Future

Some analysts have remarked that the BRF heralds the beginning of the Belt and Road Initiative 2.0. No one doubts that consensus reached at the forum will push implementation of the Initiative to the next level—broader, deeper and higher.

After the close of the Leaders' Roundtable Summit of the BRF, a joint communiqué was issued, which outlined a path



May 15, 2017: The Leaders' Roundtable Summit at the Belt and Road Forum for International Cooperation is held at the Yanqi Lake International Convention and Exhibition Center in Huairou District, Beijing. by Wan Quan

forward and described an action plan to implement the Initiative.

While reaffirming the importance of enhancing connectivity and cooperation, the joint communiqué states: "Our joint endeavors on the Belt and Road Initiative and seeking of complementary traits through other connectivity initiatives provide new opportunities and impetus for international cooperation. These moves help promote globalization that is open, inclusive and beneficial to all."

Although China proposed the Belt and Road Initiative, it is not just China's show. Designed to be open to all, it requires joint commitments and efforts from all parties involved to turn blueprints into concrete action and quantifiable outcomes to create a community of shared future for all mankind.

"Through the Initiative, we hope to find new driving forces of growth, create a new platform for global development and re-balance economic globalization," President Xi declared. 



May 15, 2017: Chinese President Xi Jinping and other participants take a group photo in front of the venue at the Yanqi Lake International Convention and Exhibition Center after the first meeting of the Leaders' Roundtable Summit at the Belt and Road Forum for International Cooperation. by Xu Xun

A Path to Innovative, Coordinated, Green, Open and Inclusive Development

Delegates at the Belt and Road Forum for International Cooperation Discuss Shared Visions and Joint Action

Interviewed by Liu Haile and Hu Zhoumeng

Turning a New Page in World History

Giovanni Andornino, associate professor at the University of Turin in Italy

President Xi's speech at the opening ceremony contained extensive references to an oft-forgotten past that already bound the Eurasian space together across the ages. China's desire to reinforce other countries' regional strategies for connectivity is a potential game-changer for growth in Asia and for the advancement of agendas that can foster human development from the Atlantic to the Pacific.

I was happy to note Italian Prime Minister Paolo Gentiloni's presence at the forum. It is a moment of great responsibility. It is an exciting new phase in world history. Even though transitions occur gradually, the Belt and Road Forum was one of those moments when you perceive the shifting shape of global order.

The previous Silk Roads existed at times of peace and stability, but today flash-points and structural fissures in the global order are clearly visible. The Belt and Road Initiative will have to mitigate and contribute to overcoming these challenges in order to be implemented successfully.

The foundation of the Belt and Road Initiative is China's wisdom, and its capacity to generate opportunities for win-win growth. If China can lead processes that spur human development, peace and stability across Eurasia, she will have gained others' trust and contributed immensely to her own future and that of the world.



Giovanni Andornino (left) takes a group photo with other Italian delegates outside the China National Convention Center in Beijing. courtesy of Giovanni Andornino



May 14, 2017: Mushahid Hussain Sayed delivers a speech at the Thematic Session on People-to-People Connectivity of the Belt and Road Forum for International Cooperation in Beijing. by Liu Haile

A New Model for Global Economic Cooperation

Mushahid Hussain Sayed, chairman of the Pakistan Parliamentary Committee on the China-Pakistan Economic Corridor (CPEC)

President Xi made a brilliant and comprehensive speech, which was very scientific and well-organized. Containing abundant information, his speech not only gave a historical context for the Silk Road including both land and sea routes, but also talked about how connectivity was achieved in the past.

The Belt and Road Initiative is a new model for global economic cooperation that aims to include everybody, and President Xi gave concrete steps to turn that vision into reality. This Initiative is probably the most important diplomatic and development initiative of the 21st Century.

The China-Pakistan Economic Corridor is the biggest cooperative project in the history of international relations between any two countries. It is a success story, and the Belt and Road Initiative is also a success story.

Respecting Other Civilizations Is Important

Sameh El-Shahat, president of China-I Ltd.

President Xi called the spirit of the Silk Road part of the “great heritage” of human civilization and said that the Belt and Road should be a “road of civilization,” along which different countries understand, respect and trust each other.

The idea of respecting other countries’ civilizations is very new. If you put it together with investment, it offers a different way of thinking. If you don’t respect another country’s civilization, you cannot invest there in the long term. To achieve sustained investment, a country must respect the target country’s civilization. You cannot do it any other way. This is important and should be understood by other countries.

China treats other countries as friends under the framework of the Belt and Road Initiative, which is a new idea. Not everything is about money, but about contribution.



May 14, 2017: Sameh El-Shahat, president of China-I Ltd., is interviewed by journalists. by Liu Haile



Wali Zahid at the China National Convention Center in Beijing. courtesy of Wali Zahid

Peace before Prosperity

Wali Zahid, president of the Institute of Media and Communications in Pakistan

President Xi is now reviving the ancient Silk Road. He’s also clear that the relations between partner countries of the Belt and Road have to be “partnerships,” but no longer “alliances,” as the previous world alignment in a unipolar or bipolar world has demonstrated.

President Xi emphasized peace first, before mentioning prosperity. He knows how terrorism and conflict could endanger the world and sabotage China’s efforts to lift the masses out of poverty. He also knows that China has to clear up the mess resulting from vested interests and continuing terror and violence, which troubles some regions of the world.

China needs to treat all countries with respect and humility. It could be useful to have mutual consultations of all stakeholders of the Belt and Road Initiative, deeper understanding of local cultures, and transparent dealings at all stages of project life. The use of local think tanks and social media, in addition to mainstream local media, can be helpful in giving a sense to locals that their sensibilities have been taken into account.

Riding the Green Silk Road

Marco Lambertini, director general of World Wide Fund for Nature (WWF) International

This is not the first time President Xi has mentioned the importance of green development, which reflects a strong understanding of the value of a healthy development and healthy society. This is very welcome. He has set the tone that the Belt and Road Initiative should not just promote development, but also promote sustainable development.

The Belt and Road Initiative has two key dimensions. One is a new form of collaboration across countries, not to be competitive but for win-win situations. The other is sustainable development: to develop in an equitable way so that everybody benefits, without hurting the environment.

By committing to changing modes of development, President Xi is driving the green revolution in China. The country is now the global leader in renewable energy and the single most important market.

The Initiative is generating enormous opportunities to stimulate governments in emerging economies to completely escape the damage seen in the past few decades. Chinese companies should apply the tactics they developed to make the Chinese economy greener to the countries along the Belt and Road, to help them avoid the pains that Europe, the United States and China once endured.



Marco Lambertini became director general of WWF International in April 2014, leading the central secretariat team of the WWF network. by Guo Shasha



May 14, 2017: Hungarian Minister of Foreign Affairs and Trade Péter Szijjártó is interviewed by the media during the Belt and Road Forum for International Cooperation. by Liu Haile

Hungary Aims to Be a Central European Pillar of the Belt and Road Initiative

Péter Szijjártó, Minister of Foreign Affairs and Trade of Hungary

President Xi's keynote speech at the forum's opening ceremony was very forward-looking. The Belt and Road Initiative, aiming to link Asia, Europe and Africa, is very important. Eurasian economic cooperation bears much importance for the development prospects of Europe.

Alongside the rapidly-growing trade volume between China and Hungary, our two countries, together with Serbia, are planning to upgrade a rail line linking Budapest and Belgrade. We will be able to finalize all the details on the construction by the end of this year.

Concerning the future of Central and Eastern Europe, the best way to regain the competitiveness of this area is to build up pragmatic and effective cooperation with China. Hungary would like to be a Central European pillar of the Belt and Road Initiative.

CPEC Is Transforming Pakistan's Economy

Ahmad Rashid Malik, director of the China-Pakistan Study Centre (CPSC) at the Institute of Strategic Studies Islamabad in Pakistan

I was impressed by President Xi's visionary leadership, not only for China but also for the world. Xi proved that he is a world leader. He called for every country to participate in the Belt and Road Initiative, a project for this century. The Silk Road, as he said, was a civilizational corridor that brought many civilizations together. The Initiative promotes development and cooperation among nations across all continents.

All countries share a common vision for cooperation and development. The agenda of the Belt and Road Initiative is open, and China has attached no political conditions to the Belt and Road projects for any country or international organization. The Initiative is open to all. It is not an elite club. It involves developing, emerging, and developed countries. President Xi said that the Belt and Road Initiative does not put the sovereignty of any nation at risk. It is a cooperative platform, and it jointly addresses challenges.

The benefits the China-Pakistan Economic Corridor (CPEC) has brought to Pakistan are enormous and everywhere. The CPEC is connecting Pakistan, with new roads, bridges and tunnels being constructed, industrial zones being planned and new jobs being created. The project will also strengthen Pakistan's energy infrastructure and modernize its educational system. We are happy that China is collaborating with us on a massive scale to convert our economy under the Belt and Road Initiative.

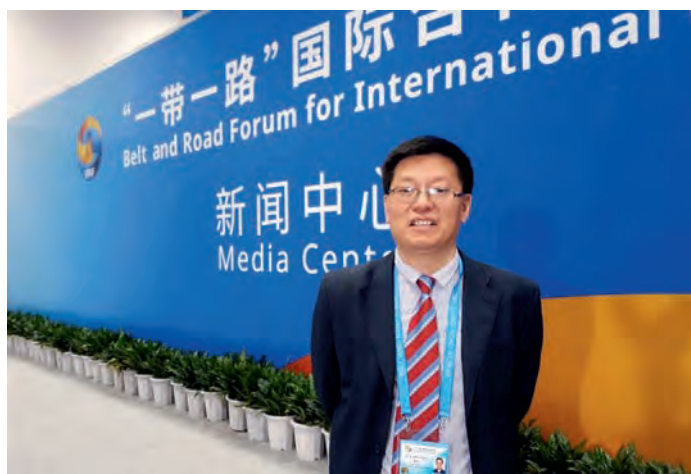


May 14, 2017: Ahmad Rashid Malik leaves the China National Convention Center in Beijing after the Thematic Session on Connectivity of Think Tanks at the Belt and Road Forum for International Cooperation. courtesy of Ahmad Rashid Malik

India Makes a "Silent Movement" on the Belt and Road Initiative


Dai Yonghong, director of the Institute of South Asian Studies of the School of International Relations, Sichuan University

India's absence from the Belt and Road Forum for International Cooperation was both predictable and unexpected. The downside of this absence is actually borne by India. In fact, India is already involved in the Belt and Road Initiative. India is not only a participant in the Bangladesh-China-India-Myanmar (BCIM) Economic Corridor, but also the second largest shareholder of the Asian Infrastructure



May 14, 2017: Dai Yonghong at the China National Convention Center in Beijing. by Hu Zhoumeng

Investment Bank (AIIB), but Modi's foreign policy has made a "silent movement." India also wants to benefit from the Belt and Road Initiative by putting forward a series of development plans, such as the "Cotton Route" and the "Spice Route."

China advocates the principles of openness and inclusiveness, which conform to the idea of a community of shared future. I believe that the forum will lead to more and more countries participating in the cooperative actions of the Initiative. Many of India's top scholars and researchers believe that the opportunities of the Initiative far outweigh the challenges for India. China has always welcomed India to join the Initiative. I believe that one day, India will join the Belt and Road Initiative, and that day won't be too far away. India has an urgent need to develop infrastructure, and the longer it waits, the more it will lose. 

Unimpeded Trade: The Heart of the Belt and Road

Text by Ni Yueju

International economic and trade cooperation has long sought methods to make trade smoother. During the recent Belt and Road Forum for International Cooperation, more than a hundred foreign guests gathered in Beijing to discuss designs for better trade facilitation and cooperation at a session with the theme “promoting unimpeded trade.” Against a backdrop of sluggish world economic growth, rising anti-globalization sentiment and protectionism, common sense dictates that countries seeking growth look to facilitate greater trade through cooperative platforms such as the Belt and Road Initiative.

Achievements in Cooperation

As *Vision and Actions on Jointly Building the Silk Road Economic Belt and the 21st-Century Maritime Silk Road* notes, the phrase “unimpeded trade” refers to efforts to “improve investment and trade facilitation by removing investment and trade barriers to create a sound business environment in a region and for all participating countries.” The document calls for efforts to “discuss free trade areas with countries and regions along the Belt and Road to create potential for expanded cooperation.”

Since the Belt and Road Initiative was proposed in 2013, China has worked to build economic and trade cooperation platforms with countries along the Belt and Road to promote “unimpeded trade” and has achieved impressive results. Statistics show that China’s trade volume with countries along the Belt and Road totaled 6.3 trillion yuan in 2016, accounting for a quarter

of its total foreign trade. The value of its overseas project contracts in countries along the Belt and Road increased by 36 percent to US\$126 billion, and China’s direct investments in those countries accounted for 8.5 percent of its total outbound investments. China has reached free trade area (FTA) agreements with greater numbers of coun-

tries and regions. After sealing a deal with the Association of Southeast Asian Nations (ASEAN) to upgrade their free trade agreement, China consecutively signed FTA agreements with more than 20 countries and regions including South Korea, Australia and New Zealand. Negotiations with other countries are ongoing. Chinese companies



June 18, 2015: The Silk Road Economic Belt Cities International Forum, themed “Unimpeded Trade, Co-build Prosperity,” is held in Yiwu, eastern China’s Zhejiang Province. VCG

have established 56 economic and trade cooperation zones in over 20 countries along the Belt and Road, helping those countries create nearly US\$1.1 billion in tax revenues and some 180,000 jobs. All of these achievements can be attributed to efforts to promote unimpeded trade.

Trading Challenges

Unimpeded trade can benefit some countries and people while undermining the interests of others. The “non-neutrality” of trade globalization has caused some stakeholders to block free trade and even persuade governments to adopt protection-

ist measures to impede trade, even in some countries along the Belt and Road.

The fact of the matter is that regional trade between countries along the Belt and Road remains low compared to trade elsewhere. High costs in fields like customs clearance, transportation and logistics, underdeveloped infrastructure, inconsistent policies and measures concerning customs, investment, taxation and currency, unbalanced law enforcement and investment and trade barriers make it difficult to freely transport goods and services.

To further compound the issue, unbalanced development and complicated geo-

political conditions in some countries along the Belt and Road create bottlenecks that affect the entire region. The lack of a multilateral free trade arrangement and long-term cooperation mechanism has hindered regional trade for decades.

Future Plans

To address doubts and complaints by vested interest groups opposing free trade in some countries, governments should erect supplementary mechanisms and promote institutional measures to compensate those who may suffer losses arising from free trade. For instance, governments should provide re-employment training for laid-off workers and improve infrastructure that enhances trading capacity.

To optimize trade, China should streamline and standardize its customs clearance and share its work with countries along the Belt and Road because customs clearance integration would lower costs and enhance efficiency. Considering inconsistent policy as well as law enforcement, countries along the Belt and Road should adopt standardized rules and regulations to build an integrated supervision mechanism, create trade policy connectivity and promote openness in law enforcement.

Finally, countries along the Belt and Road should break through barriers currently restricting trade conditions by signing free trade agreements, engaging in higher-level cooperation, expanding investment, formulating new trade and investment rules and enhancing regional openness. They should set up pilot cross-border economic cooperation zones in border areas, where goods and services can be freely exchanged to promote more enhanced trade and investment liberation in the region. 

The author is a research fellow at the Institute of World Economics and Politics under the Chinese Academy of Social Sciences.



Enhancing Connectivity and Easing Developmental Bottlenecks

Text by Luo Yuze

The Belt and Road Initiative is all about international cooperation. Facility connectivity is a key realm for co-operation if the needs of both the supply and demand sides are properly analyzed. More than three years of construction under the Belt and Road Initiative has yielded remarkable results in terms of facility connectivity.

Multiple Significances

Developed infrastructure will surely promote economic development and improve people's livelihoods. Weak infrastructure has been a major factor hindering the economic development of many countries along the Belt and Road. Around

500 million people in the region lack consistent electricity, half of the population lacks internet access and millions lack safe drinking water.

Reinforcing infrastructure creates a sound environment for regional economic and trade cooperation, which enables different countries to complement each other and prosper together. Infrastructure connectivity is a pillar of trade, funding allocation, personnel mobility, and industrial cooperation. Global experience has shown that deepened regional economic cooperation cannot be achieved without improved infrastructure connectivity. A popular saying from China's experience of reform

and opening up in the past several decades declares: "Build roads first before you want to build wealth." When transport passageways and infrastructure networks are in place, resources, production, markets, and technologies can better commingle.

Extensive global consensus has been reached on infrastructure construction and connectivity. Many countries have prioritized infrastructure and launched bold implementation plans. Chinese enterprises excel at construction engineering, and "built by China" projects have earned a sterling global reputation due to exceptional quality at reasonable prices. In 2016, 65 outstanding Chinese enterprises were



November 8, 2016: The China-Kazakhstan Logistics Park in Lianyungang, Jiangsu Province. Jointly funded and constructed by the two parties, the China-Kazakhstan Logistics Park was put into use in June 2015, granting Kazakhstan, the largest landlocked country in the world, access to the sea. VCG



May 23, 2014: The first freight train carrying international containers loaded with 26 tons of brass rods arrives in Yiwu after a journey of more than 10,000 kilometers along the Yiwu-Xinjiang-Europe cargo line. VCG

featured in *Engineering News-Record*, a renowned American weekly magazine focused on the construction industry, and China topped its national rankings. Infrastructure projects are generally large in scale and take a longer period of time to complete. These factors would contribute to confidence-building among the parties involved in Belt and Road cooperation.

A Good Start

Facility connectivity is closely tied to production and everyday lives. The task calls for rails, highways, ports, power lines and telecommunications facilities. For the past three years, Chinese enterprises have seen a boom in contract volume for international projects in countries along the Belt and Road, with a total of nearly US\$210 billion. Various infrastructure projects have already brought tangible benefits for countries along the Belt and Road.

Jointly financed and built by the two

countries, the China-Kazakhstan Lianyungang Logistics Park in China's Jiangsu Province officially opened in June 2015. It has granted Kazakhstan, the largest landlocked country in the world, access to the sea. Now, it only takes six days for agricultural products from Kazakhstan to arrive in Lianyungang. From there, they move to Southeast Asia, which greatly expands the markets for Kazakh products. Several infrastructure projects have produced impressive results: The Angren-Pap section in Uzbekistan of the China-Kyrgyzstan-Uzbekistan Railway has already begun transporting a heavy volume of cargo and passengers. The No.1 Tunnel of the Vahdat-Yovon Railway in Tajikistan was completed on schedule. Freight trains shuttling along multiple lines between China and Europe now operate regularly.

Karot Hydropower Station on the Jhelum River in northern Pakistan features an installed capacity of 720,000 kilowatts. The plant was the first large hydroelectric investment project of the China-Pakistan Economic Corridor and broke ground in April 2015, since which time construction has progressed smoothly. Now, construction of the temporary facilities is almost complete. Besides this, the second phase of the Karakoram Highway and the Karachi-Lahore Motorway in Pakistan are also in progress. The China-Laos Railway, Jakarta-Bandung High-speed Railway, second phase of China-Tajikistan Highway and Line D of Central Asia-China Gas Pipeline are all progressing smoothly as scheduled.


Calling for Closer Cooperation

Research shows that from 2016 to 2020, countries along the Belt and Road need infrastructure investments of at least US\$10.6 trillion. These countries have a high demand for infrastructure, but also face a number of limitations caused by

factors such as political, legal and financial risks. Only through joint efforts will the world ever become fully connected.

The first step to solving the problem is improving cooperation mechanisms. Countries along the Belt and Road should jointly establish a cooperation platform, discuss and formulate development plans and establish mechanisms to protect investors and resolve disputes. At the same time, such work requires strong policy support. A sound business environment will help move high-quality projects and enhance investor confidence and project outlook.

Secondly, various parties should work together to resolve investment and financing difficulties. The key to eliminating investment and financing problems remains improvement of the business environment and prospects for infrastructure projects. Countries along the Belt and Road should not be constrained by investment and financing mechanisms designed by the financial sector. While jointly establishing a cross-border financial services network, these countries should creatively use more commercial development modes such as Public-Private-Partnerships (PPP) and "infrastructure+" to protect investments, reduce risks, improve returns and promote a virtuous cycle of construction.

Thirdly, the work of think tanks should be fully utilized. Think tanks in and out of the region have produced remarkable research across many fields. Many are neutral and wield a strong influence on decision-making processes as well as public opinion. Think tanks in countries along the Belt and Road should carry out more in-depth communication and play a bigger role in coordinating the planning of infrastructure projects, cooperation mechanisms, aligned technical standards and policy coordination. 

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Policy Coordination along the Belt and Road

Text by Xu Wenhong

Although the global economic and financial crisis of 2007 to 2009 has long gone, the global economy is still recovering slowly. Factors including the sluggish markets of the United States and Japan, the unresolved European debt crisis, the refugee crisis and Brexit have all fueled instability. The growth of BRICS countries has slowed down, while trade protectionism and isolationism are on the rise. International investment and multilateral trade and investment rules are ready for drastic changes.

The Belt and Road Initiative was proposed amid complex circumstances. In some ways, the Initiative is based on the wisdom and developmental philosophy of the East, and China's successful experience during 40 years of reform and opening up. China is offering solutions to jumpstart economic growth. New ideas and concepts have been introduced in this economic cooperation initiative offered by China. The Belt and Road Initiative requires countries to work side-by-side on policy coordination, infrastructure connectivity, unimpeded trade, financial integration and people-to-people communication. Based on the principles of "extensive consultation, joint contribution and shared benefits", China is eyeing a community of shared interests, responsibilities and future.

Per previous experience, technical problems are more easily solved through economic cooperation between countries. Real challenges lie in concept and policy coordination. The scars of colonial exploitation and imperialist aggression remain fresh for many in developing countries, causing some to express concerns about

strengthening economic and trade cooperation between various nations. Every country has its unique perspective and ideas about a future direction, based on its gains and losses during the process of globalization. People from some countries do not understand the Belt and Road Initiative, and some leaders even question its feasibility. A few have noted that domestic political disorder hurt the progress of construction of the Port of Colombo in Sri Lanka, but the project was also marred by insufficient policy coordination.

Policy coordination encompasses three realms.

First, development strategies must be coordinated. Docking development strategies requires communication and coordination between countries at the highest levels. It demands the most beneficial cooperation at macro and political levels, identification of shared directions and realization of joint development.

Second, development plans should be coordinated. Development plans are details of overall strategies. Coordinating development plans requires clarification of the direction and main focus of cooperation based on coordination of development strategies. All of this must involve setting a specific timetable and roadmap.

Third, mechanisms and platforms should be coordinated. Mechanisms and platforms are the key to successfully implementing bilateral and multilateral cooperative programs. Mechanism and platform coordination can effectively link the executive agencies of different countries, build smooth channels for communication and consultation and integrate resources to

enable swifter resolution of problems that emerge during implementation.

The Belt and Road Initiative now aligns with the development strategies and programs of a number of countries, such as Kazakhstan's Bright Road Initiative. Through connecting their respective



development strategies and plans, China and Kazakhstan have reached cooperative agreements on dozens of mutually-beneficial projects in a short period of time, establishing a new model to strengthen economic cooperation between countries. Countries along the Belt and Road are already benefiting from projects such as the Sihanoukville Special Economic Zone in Cambodia, the “Great Stone” industrial park in Belarus, and the Mombasa-Nairobi

Standard Gauge Railway in Kenya, which have all become landmark projects of the Initiative by creating jobs for local citizens, increasing revenues, advancing technology and spawning new industrial clusters. Each project provides a shining example of how the Belt and Road Initiative greatly promotes the development of local economies.

One of the main purposes of the Belt and Road Forum for International Cooperation held in Beijing was to further

promote policy coordination and achieve higher-level consensus and communication among leaders of different countries. If participating countries agree on development paths and understand the spirit of the Initiative, a wider range of potential projects will be implemented under the Initiative, so as to bring more benefits to people from around the world. **47**

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April 17, 2017: The “Great Stone” industrial park under construction. This project is the largest overseas industrial park in which Chinese enterprises are participating in construction. It is also a landmark cooperative project between China and Belarus as part of the Silk Road Economic Belt. Xinhua



Financial Integration: Safeguarding the Global Economy

Text by Liu Ying

Since the global economic crisis erupted, trade protectionism, isolationism and terrorism have been on the rise, which has resulted in sluggish recovery of the global economy and setbacks in globalization. As a large, responsible country, China has consistently made key efforts to stabilize the world economy. During the global financial crisis, China was at times contributing over 50 percent of world economic growth. China is becoming the stabilizer and engine of the world economy. In this context, Chinese President Xi Jinping proposed the Belt and Road Initiative in

2013 to strengthen cooperation based on the principles of policy coordination, infrastructure connectivity, unimpeded trade, financial integration and closer people-to-people ties. Financial integration, in particular, is one crucial method of promoting economic growth and financial stability.

Financial Integration Propels the Belt and Road Initiative's Construction

So far, the Belt and Road Initiative has inspired enthusiastic support from more than 100 countries. Over 130 agreements on transportation and more than 100 agree-

ments on investment have been signed. More than 100 cross-border economic cooperation zones and industrial parks have been jointly built by China and countries along the routes. During the construction of the Belt and Road, China has deepened its financial cooperation with countries along the routes through policy-based finance, development finance, cooperative finance and commercial finance. China has strengthened cooperation in banking, securities, insurance and financial supervision. China has also promoted the regionalization and internationalization of currency. All these measures have supported the construction of the Belt and Road and stabilized regional finance. And China, as the main force, is driving the economic growth of countries along the routes. Multilateral financial organizations like the Asian Infrastructure Investment Bank (AIIB) and the European Bank for Reconstruction and Development have participated in the construction of the Belt and Road, meeting various countries' demands for financing of infrastructure. International financial organizations like the BRICS New Development Bank have played a leading role in pushing green development and establishing the green Silk Road. By the end of 2014, China had invested US\$40 billion in the Silk Road Fund, an organization specifically formed to support infrastructure construction, connectivity, and financial and industrial cooperation along the Belt and Road. In its first year of operation, AIIB, initiated by China, invested US\$1.7 billion in infrastructure.



January 20, 2017: Pakistani Finance Minister Ishaq Dar (left) delivers a speech at the ceremony marking the signing of a share purchase agreement of the equity stake of the Pakistan Stock Exchange (PSX) in Karachi. Three Chinese financial organizations bought 30 percent of the share. VCG

Network for Financial Stability

Since the proposal of the Belt and Road Initiative, China has strengthened the connectivity of financial infrastructure with nations along the routes and made great progress in cooperation on supervising and preventing systemic financial risk.

Cooperating countries have established financial organizations in reciprocal lands. By the end of 2016, nine Chinese-funded banks had set up 26 first-tier branches in nations along the routes. The 54 commercial banks of 20 nations along the routes have six established subsidiaries, one finance company, 20 branches and 40 representative offices in China.

Direct financing in the capital market represents the primary source for financing infrastructure construction in countries and regions along the routes. In 2015, China and Germany set up a joint venture called China Europe International Exchange AG (CEINEX). In 2016, Chinese futures and securities exchanges held 30 percent of the stake of the Pakistan Stock Exchange. Chinese cooperation in stock markets with other countries including the UK and Russia is being discussed. China's Securities Regulatory Commission has signed memorandums on cooperation on securities with 26 nations and regions along the routes. By the end of 2016, 14 overseas enterprises had issued 46 panda bonds totaling 83.6 billion yuan. On March 17, 2017, Russia's United Company RUSAL Plc issued 10 billion yuan worth of bonds on the Shanghai Stock Exchange. They were the first panda bonds issued by a company from a country along the Belt and Road. Insurance capital is secure and stable, which makes it ideal to fund infrastructure. Its advantage in risk management creates guarantees for investors and traders. In 2016, overseas investment insurance underwrote 263 Belt



March 17, 2015: In Kars Province, Turkey, Turkish President Recep Tayyip Erdogan (center), Georgian President Giorgi Margvelashvili (right) and Azerbaijani President Ilham Aliyev (left) attend the launch of the Trans-Anatolia Gas Pipeline. In December 2016, the Asian Infrastructure Investment Bank approved a loan worth US\$600 million for the project. Xinhua

and Road projects involving 29 countries, with an insurance policy worth US\$30.73 billion. The narrow industrial structures of many countries along the routes make it hard for them to fend off risk. To hedge against risk in the precarious global financial market, China Banking Regulatory Commission has signed memorandums of understanding on bilateral supervision with counterparts in 67 countries and regions. Nations along the routes can also use public monetary goods like RMB to combat financial risk. China has already carried out currency swaps with over 30 countries, amounting to 3.3 trillion yuan. On October 1, 2016, RMB became one of the curren-

cies in the Special Drawing Rights (SDR) basket. Countries along the routes can make full use of financial infrastructure enhanced by the Belt and Road Initiative and RMB's stability, making the Initiative an important instrument of international trade that promotes economic growth. Increasing financial integration provides strong support for the construction of the Belt and Road and lifts economic development. Simultaneously, a network of stabilizing finance is taking shape, which will help countries avoid financial crisis and propel steady growth of the economy. 

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Promoting People-to-People Bonds Through Mutual Learning among Civilizations

Text by Xiong Chengyu

“Civilizations have been enriched and become more colorful through exchange and mutual learning,” said Chinese President Xi Jinping in a 2014 speech at UNESCO Headquarters. “Such exchange and mutual learning serve as important drivers of human progress and global peace and development.” Throughout human history, various factors such as geography, climate,

production modes and lifestyles have contributed to the diversity of global cultures. For thousands of years, various cultures have been learning from and communicating with each other, from nomadic and agrarian lifestyles to engineering, printing and the mobile internet.

Over the past 2,000 years, diligent and brave people throughout the Eurasian supercontinent have explored multiple passages to

trade and conduct people-to-people exchange with contrasting cultures. In this context, UNESCO places special focus on complicated cultural exchange between China and the West. The organization is working to promote diversity and highlight Eurasia’s common heritage, which places more pressure on the strenuous work being performed under the Belt and Road Initiative to facilitate cultural heritage preservation and inheritance.



April 30, 2017: Students attend class in the Department of the Chinese Language at Kabul University. Built with the help of China, the teaching building of the department covers a total area of 2,000 square meters. Xinhua

Exchange and mutual learning among civilizations promote openness and inclusiveness, culturally. The Silk Road ran through the four great civilizations, including ancient India, Egypt, Babylon and China. Three major religions, Christianity, Buddhism, and Islam converged on the Silk Road, and myriad ethnic cultures coexisted in peace along the routes. The Nile Valley, the crescent between the Tigris and Euphrates rivers, the Indus River, the Ganges River, the Yangtze River and the Yellow River are all cradles of human civilization. Almost every philosophy, value and culture from both the East and the West have roots in civilizations and religions along the Silk Road.

In 2014, China, Kazakhstan and Kyrgyzstan jointly applied for a 5,000-kilometer stretch of the Silk Road network from central China to Central Asia to be listed as a new World Heritage site known as “Silk Roads: The Chang’an-Tianshan Corridor Network Routes.” Citing the peaceful coexistence and common prosperity of Chinese culture and various other cultures in the region along the Silk Road, UNESCO has included this area into its Man and the Biosphere Program.

The history of the Silk Road tells the tale of different civilizations developing together with openness and integration, religions moving forward with inclusiveness and dialogue, and peoples enjoying mutual prosperity with communication and exchanges. In the modern era, factors such as cultural clashes, environmental degradation, war, disaster, and the widening gap between the rich and the poor are all hindering the development of human society. To help solve these problems and ease conflict, mutual learning among civilizations and cultural inclusiveness are

urgently needed.


In *Vision and Actions on Jointly Building the Silk Road Economic Belt and the 21st-Century Maritime Silk Road*, issued in 2015, the Chinese government proposed to “advocate tolerance among civilizations, respect the paths and modes of development chosen by different countries and support dialogues among different civilizations.” To realize the goal of communication and mutual learning among civilizations, China has been working through various channels to promote mutual understanding, including multilateral dialogues within international organizations, bilateral talks between governmental agencies, civil dialogues within NGOs, dialogues among different academic groups, and peaceful communication between religions. Effective communication requires openness and inclusiveness, which in turn leads to the peaceful coexistence and mutual prosperity of different cultures.

Exchange and mutual learning among civilizations is also enhanced by unimpeded and complementary economic and trade cooperation. The goods traded along the Silk Road throughout history included not only silk, but tea, porcelain, spices, crafts, gold and silver ware. These commodities contained rich cultural elements. Before the Yuan Dynasty (1271-1368), a heavy volume of culture from the East was introduced to the West in the form of commodities trading. For example, Chinese silk was a highly sought-after commodity among royals and nobles in ancient Rome.

Commodities trading has promoted mutual learning and integration of thought, philosophy, and behavioral patterns between the East and the West. When silk and porcelain was arriving in Europe, the

Silk Road was also transporting Europe’s spices, jewelry, gold and silver wares, as well as some farm products such as nuts, pepper, and carrots, to China. Today, the Belt and Road Initiative conforms to the trends of world multi-polarization, economic globalization, cultural diversification, and informatization. Alongside the process of economic and trade cooperation, China hopes to trailblaze new methods of understanding on exchange and mutual learning among civilizations as well as new trade rules and a new international order.

The Belt and Road Initiative is a thoroughfare of historical heritage, cultural exchanges, economic and trade cooperation and innovation for the future. The common goals of all civilizations include satisfactory material life, rich cultural life and the common well-being of ordinary people. The core of mutually beneficial development lies in both economic and social construction. The innovative road to the future is paved with mutual trust, connectivity, communication, mutual learning, mutual benefits and mutual prosperity. A sound future would give people from all walks of life the opportunity to achieve happiness and live peacefully and contentedly.

China is a country of a long history and a vast territory. For the past few decades, the country has witnessed rapid economic growth. Chinese people are happy to welcome countries along the Belt and Road aboard the “express train” of China’s development to create a closely inter-related and peaceful world, together. China’s goal is to construct a new social management structure based on people-to-people bonds and create a more prosperous and harmonious world. 

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Driving Sedans in Belarus

Text and photographs by Xie Shuang

A joint venture established by Chinese automaker Geely in Belarus, BELGEE has been a star of China-Belarus economic cooperation under the Belt and Road Initiative. Located in the city of Barysaw, Minsk in the Republic of Belarus, the company is the only passenger vehicle producer in the country and the first automobile joint venture between China and Belarus.

As a member of the former Soviet Union, Belarus was a production center for heavy duty trucks in the industrial division system, which left a legacy of narrow production capabilities ever since the collapse of the Soviet Union. It had a hard time producing a single sedan for a long time, despite leading the world in production capacity of state-of-the-art industrial trucks.

Located in a relatively isolated area to the west of the plateau of Eastern Europe, Belarus covers a land area of 207,595 square kilometers with a population of 9.75 million. In 2016, its per capita GDP measured merely US\$5,000. The country was hindered by a lack of capital, talent, technology, and market access. Several major brands including Ford and Volkswagen attempted to establish joint ventures there, which never came to fruition. “We need a

country to give us a hand in producing competitive economy cars,” Belarusian President Alexander Lukaschenko once sighed publicly.

In recent years, China’s automobile industry has rolled ahead by leaps and bounds, and its products have been exported around the world, with Belarus as a major distribution point in Central and Eastern Europe.

In 2013, Li Shufu, president of China’s Zhejiang Geely Holding Group, signed an agreement in Beijing with Dzmitry Katerynich, minister of industry of Belarus, to co-establish a large



BELGEE, located in the city of Barysaw, Minsk in the Republic of Belarus, is the first automobile joint venture between China and Belarus and the only passenger vehicle producer in the country.

The assembly line at BELGEE. In 2013, Zhejiang Geely Holding Group signed an agreement with Belarus in Beijing to co-establish a large automobile assembly project, with an annual production capacity of 120,000 vehicles.



automobile assembly project, marking the start of the implementation phase for BELGEE.


As agreed, Geely, BELAZ, the world's second largest mining machinery company, and SOYUZ, an auto components joint venture in Belarus, joined hands to establish the Geely (Belarus) Automobile Co., Ltd., which would specialize in producing Geely cars in Belarus, with a planned annual capacity of 120,000.

Since its inception, the project has drawn great attention from state leaders on both sides. On May 8, 2015, Chinese President Xi Jinping published an editorial in *Sovetskaya Belorussia* during his state visit to Belarus, in which he mentioned that the Geely cars rolling down from the assembly line of the factory would help Belarus realize its "sedan dream." On April 7, 2016, President Alexander Lukaschenko issued an executive order requiring all govern-

mental agencies to purchase BELGEE vehicles rather than imports after seeing Geely cars on display at an automobile industry show.

The company has made breakthroughs thanks to the constant implementation of the Belt and Road Initiative. This July, formal operation of a new factory district, spanning over 90 hectares in area, will commence, with investment exceeding US\$300 million.

"Thank you, China, for jumpstarting our dreams of cars!" Volodymyr Pavlov Veitch, assistant general manager of BELGEE, exclaimed, adding that he was proud that such a hi-tech automobile plant was built in his hometown. He felt fortunate for the opportunity to contribute to the development of his country.

"China has been truly helping us with our national industrial progress," declared Vladimir Semashko, deputy prime minister of Belarus. 



Fast Train in Vietnam

Text and photographs by Zhang Chunxia unless otherwise credited

Despite temperatures exceeding 33 degrees Celsius (91.4 degrees Fahrenheit), construction work buzzed in late April in Hanoi, Vietnam, at the site of the La Khe station on the Cat Linh-Ha Dong urban railway. Patiently waiting there, ready to work, was the first train made by China for use in Vietnam.

Stretching some 13 kilometers, the Cat Linh-Ha Dong rail line was designed to allow trains to run at 80 kilometers per hour. With a total investment of US\$850 million, the project was contracted by China Railway Sixth Group Co., Ltd. (hereinafter Sixth Group) under the China Railway Engineering Corporation (CREC) and built to meet Chinese technological standards in design, manufacturing, material supply, and services.

“The La Khe station is a template for the entire Cat Linh-Ha Dong railway system,” explains Sun Dezhi, deputy general manager of the Sixth Group. “It marks the final stage of the project. It will open to the public soon after its trial operation at the end of 2017. As the first urban rail transport project in Vietnam, it has set a good example for potential cooperation between Beijing and Hanoi. When it officially begins operation in the second quarter of 2018, the rail line will be able to handle 13,400 passengers per hour. Its total capacity could reach as high as 23,200 passengers per hour in the future, which would greatly alleviate traffic pressure in downtown Hanoi.”

From Skepticism to Recognition

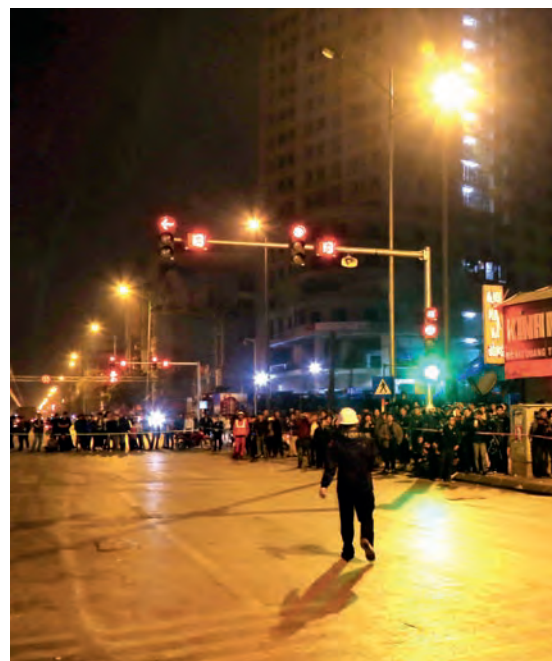
Accelerated urbanization has created traffic growing pains in Hanoi, which has

a population of nearly 8 million. According to Deputy General Manager Sun, the decision to construct the Cat Linh-Ha Dong rail line was made in October 2003 when Nguyen Tan Dung, then First Deputy Prime Minister of Vietnam, visited China and experienced urban rail Line 2 in Dalian, Liaoning Province. Construction didn’t commence until October 2011.

The project has drawn great attention from both countries’ governments and related departments, but triggered concerns on issues such as energy-conservation measures in uphill and downhill departure designs. “Nothing happened with our design until Vietnamese experts fully backed it,” Sun adds.

Early on the morning of February 19, 2017, the first Chinese-made light rail train arrived in Hanoi; and it was hoisted onto the track at 11:00 p.m. the next day. “Despite the drizzle, the spectacle drew hundreds of spectators from Hanoi,” recalls Sun. “Installation was completed amid warm applause and cheers by 3:00 a.m. The entire process was broadcast live on television.”

The project, which passed through complex topography, was complicated to say the least. The line winds around residential areas, rivers, lakes and, of course, bustling downtown Hanoi. But as the first of its kind in the country, the plan proceeded, which resulted in trailblazing communication between the Chinese builders and the local authorities. The process of learning to communicate took quite a while, during which time efficiency was poor. “We wasted about 60 to 70 percent of our energy talking,” Sun sighs.



The night-time installation of the light rail attracts many local residents.



Early on the morning of February 21, 2017, in Hanoi, Chinese workers successfully hoisted the first light rail made especially for Vietnam by China.



April 2017: The first light rail train built specifically for Vietnam by China stands at the La Khe station under construction. Stretching some 13 kilometers, the Cat Linh-Ha Dong rail line was designed to carry trains at a speed of 80 kilometers per hour. Chinese technologies and standards have been used in engineering design, manufacturing, material supply, and services.

Committed to meeting the deadline, the Sixth Group forged ahead. “As scheduled on August 3, 2015, we must begin operation by August 2018,” Sun notes. “Today, construction is essentially complete. We’re starting trial operations at the end of this year. We are sure it will be open to the public by the second quarter of 2018.”

Among the three light rail projects launched in Hanoi, the Cat Linh-Ha Dong line was the last to be approved, but the first to commence construction, and it will be the first to open. The other two, Line 1 and Line 3, which are being built by Japanese and South Korean contractors, respectively, have yet to begin construction although the Line 1 project was approved as early as 2004.

“They cannot break ground until every

relocation is complete,” explains Sun. “We worked overtime to move each piece forward soon after each relocation, which accelerated the process.”

Best Equipment and Technology

It was originally planned that construction of the light rail should start with a rail yard, which was designated to be located over a pond of mud more than 10 meters deep. The Sixth Group wasted four years pleading with the owner to treat the soft foundation, which would prevent sinking. Eventually, the relevant Vietnamese government department sided with the landowner, but pledged to take responsibility for any future problems. Seeing no alternatives, the Sixth Group reinforced the pipe ditch as



Energy-conservation measures were taken in the construction of the light rail, with uphill and downhill departure designs.



Sun Dezhi, deputy general manager of the Sixth Group. by Shen Xiaoning



April 2017: The La Khe station construction site. by Shen Xiaoning



When it officially enters service in the second quarter of 2018, the Cat Linh-Ha Dong rail line will be able to handle 13,400 passengers per hour. Its total capacity could climb to 23,200 passengers per hour in the future, which would greatly alleviate traffic pressure in downtown Hanoi.




solidly as possible with the best available materials in Vietnam to reach standards to withstand an 8.0-magnitude earthquake.

Construction of the light rail has created many job opportunities for locals. According to Sun, more than 600 workers at the construction site are local, and the number once peaked at 2,400 in 2016. The Sixth Group has invited the best technicians from China to lead the work. Over the last six years, Chinese engineers have trained 7,000 Vietnamese workers.

The Sixth Group has delivered far more than just construction. Last year, it donated 3 billion Vietnamese dong (about 1 million yuan) to build bridges in Vietnam's poverty-stricken mountainous areas.

Moreover, employees from both sides get along well. "It's like a big warm family," says an interpreter from Vietnam. "We work like brothers, helping each other."

The Sixth Group's performance has been highly praised by the Vietnamese government. A total of eight light rails are planned for Hanoi, with a total length of 305 kilometers. The Vietnamese government has already talked to the Sixth Group about the next project after the Cat Linh-Ha Dong rail line.

"We have faith in the quality of work on light rail projects under the Belt and Road Initiative," says Sun. "We are using the best available equipment and technology to build light rails in Vietnam." 

China-Myanmar Friendship Schools: Connecting People through Education

Text by Wang Fengjuan

Photographs by Qin Bin

At the beginning of this year, new buildings and a stadium donated by the Chinese government were put into use at No. 14 High School in downtown Naypyidaw, capital of Myanmar.

On November 14, 2014, Chinese Premier Li Keqiang visited the school during his visit to Myanmar to attend the East Asia leaders' meetings. The premier urged its students to study hard and pass on the

traditional friendship between the two countries. To support Myanmar's educational development and help the country train necessary personnel, the Chinese Embassy in Myanmar collaborated with the government in Naypyidaw to launch the "China-Myanmar Friendship Schools" program in 2016. So far, 10 schools have been built under the program, benefiting thousands of local students. The high school in Naypyidaw was the fifth school

to benefit from the program. It is estimated that by the end of 2017, more than 20 such schools will have been completed.

In May, most Myanmar schools close for the summer holiday. However, No. 14 High School was packed with teachers from various schools in Yangon, attending a training session.

"Our students love sports," declares Daw Htay Yu, who has worked at the high school since 2011. "The new stadium do-



A teacher in uniform stands in the corridor of a teaching building at No. 14 High School in Naypyidaw, Myanmar. The school is the fifth of its kind to benefit from the China-Myanmar Friendship Schools program.

nated by China inspires them to exercise.” She is very proud that the school won the 2016 sepak takraw (kick volleyball) championship in Naypyidaw.

Daw Htay Yu explains that although a computer, a desk and a playground could seem insignificant, they inspire students from poverty-stricken places in Myanmar to broaden their vision.

In addition to donating new school buildings and the stadium, China also offers opportunities for graduates to study in China. In July 2015, a group of 12 teachers and students from No. 14 High School, including its principal, attended a summer camp organized by the China-Myanmar Friendship Association in Beijing. They studied the Chinese language from a Chinese teacher and were speaking Chinese

to each other by the time the camp ended. They could express thanks to their Chinese teacher in her native tongue.

One 11th-grade Myanmar student at the summer camp said he loved the Great Wall. After scaling it, he shouted in the Chinese he had just learned, “We’re heroes!” A seventh-grader declared that his dream was to study at Peking University in China, for which he would work hard. The Forbidden City, the Summer Palace, giant pandas at the Beijing Zoo and Chinese courses in international schools all impressed the students from Myanmar during their stay in Beijing.

The Chinese Embassy in Myanmar founded the China-Myanmar Friendship Scholarship Fund to help excellent students from poverty-stricken areas of Myanmar

afford education and even study in China. Upon demand from Myanmar, China is set to expand its government scholarship program for Myanmar students to provide even greater intellectual support for Myanmar’s economic development.

Myo Thein Gyi, Myanmar’s education minister, pointed out that talent is crucial for a country’s development and that the government of Myanmar is working hard to improve education and upgrade schools and other educational facilities. He noted that Myanmar is grateful to China for the help it has offered to the country’s education sector and that the Ministry of Education of Myanmar will strengthen cooperation with the Chinese Embassy in Myanmar to build more China-Myanmar Friendship Schools and benefit more students. 



A new basketball court, donated by the Chinese Embassy in Myanmar, was put into use at No. 14 High School in Naypyidaw in January 2017.

Belt and Road Initiative: Reaping Rewards Together

Text by Chen Yongjun

On May 14, 2017, Chinese President Xi Jinping said at the Belt and Road Forum for International Cooperation that the Belt and Road Initiative is rooted in the ancient Silk Road. "It focuses on the Asian, European and African continents, but is also open to all other countries," he explained. "All countries, from either Asia, Europe, Africa or the Americas, can be international cooperation partners of the Belt and Road Initiative. The pursuit of this initiative is based on extensive consultation and its benefits will be shared by us all."

He made it clear that opening up and cooperating to achieve mutual benefits are the heart of the Initiative. All involved parties should know from the start that the economic nature of the Initiative is producing mutual benefits. All parties can share the fruits by actively participating in cooperation under the Belt and Road Initiative.

Supplying the Demand

In recent years, emerging economies, especially China, have become major engines for global growth. Developing countries in Asia, especially Central and Western Asia, represent a large, growing market. According to estimates from the Asian Development Bank, the annual demand for investment in infrastructure in Asia will reach as much as US\$730 billion in the next six to eight years. According to the World Bank, annual demand for investment in infrastructure in Asia is about US\$800 billion.

However, the total investment in Asia's infrastructure from those two multilateral banks is only around US\$30 billion every year. A huge funding gap is limiting Asia's

infrastructure construction. A shortage of investment is preventing the growth of developing countries and regions, including those in Central and West Asia. The



April 13, 2016: Jin Liqun (left), president of the Asian Infrastructure Investment Bank (AIIB), signs the first co-financing framework agreement with his World Bank counterpart Jim Yong Kim in Washington D.C. By May 13, 2017, 77 countries had become full member states of AIIB. Xinhua

The Belt and Road Initiative offers opportunities for the Alibaba Group. In February 2014, Alibaba launched the cross-border import e-commerce platform Tmall.HK, which has already grown to become a major platform for import retail. Products from other countries can enter China's market through this platform. This new form of cross-border e-commerce is also called the "Online Silk Road." Xinhua



economic demand for the Belt and Road Initiative is clear. Due to China's economic structural transformation, the country maintains ample production capabilities, competitive technological abilities and tremendous foreign exchange reserves. This is the supply side of the Belt and Road Initiative.

The combination of apparent demand and ideal supply forms the economic foundation of the Belt and Road Initiative.

Understanding Cooperation

In the global sphere, the Initiative is intended to promote peaceful development. Domestically, it is China's strategy to open up wider. And it is also an international cooperation program to promote further development of technology. Mechanisms for achieving mutual benefits can be analyzed at the basic enterprise level to encourage wider participation and cooperation under the Initiative.

China is eager for a bigger market. Chinese enterprises need to go abroad in search of better opportunities, while other Asian countries, especially those in Central and West Asia, have an expanding market but insufficient investment. The demand-and-supply balance makes building infrastructure abroad attractive to capable Chinese enterprises. The economies of participating countries will be promoted by the improvement of infrastructure. Profits earned from those projects will be used to repay loans, creating a positive economic circle.

The Belt and Road Initiative was born from the economic interaction between China and other Asian countries. Its aims are in the interests of both sides, considering the demand-and-supply situation. This Initiative, including the Silk Road Economic Belt and the 21st-Century Maritime Silk Road, is regarded as the longest and most promising economic corridor in the world, connecting

the Asia-Pacific region and Europe.

Many industrialized European nations in this region are facing the threat of recession. By providing advanced technology as part of the Initiative, they would get access to the large, growing markets of developing countries. As the designer of the plan, China will cooperate with industrialized nations in Europe and facilitate their investment in developing countries. China can provide enterprises entering foreign markets with platforms offering advanced technology and tested marketing strategies. Such cooperation would help upgrade China's manufacturing industry. European enterprises can also profit from their technological advantages. In such ways, European countries can participate in the Initiative as third parties. This new 'open door' marks the emergence of the "Third Party" mode for international production capacity cooperation.


Like many Asian countries, Africa is in need of infrastructure. As the Belt and Road Initiative progresses, African nations will benefit in the next phase of the Initiative. As construction continues, some African countries will become importers of investment and technology and benefit directly from new infrastructure. Asian regional development will benefit developing countries in Africa as well. The flow of production factors will promote coordinated development among regions.

Because the Belt and Road Initiative offers such a mutually-beneficial mechanism for every participating party, countries in North America will probably seek to join. As a result, a comprehensive roadmap for mutual benefits will coalesce within the Initiative. Recently, Canadian Prime Minister Justin Trudeau expressed his country's hopes about joining the Asian Infrastructure Investment Bank when he visited China. The United States sent representatives to the

Belt and Road Forum to scope out economic opportunities within the plan.

Everyone Wins with the Belt and Road

How does a nation benefit from the Belt and Road Initiative? In the keynote speech at opening ceremony of the Belt and Road Forum for International Cooperation, Chinese President Xi Jinping remarked that pursuit of the Belt and Road Initiative requires a peaceful and stable environment. "We should forge partnerships of dialogue with no confrontation and of friendship rather than alliance," he said. "Opening up brings progress while isolation results in backwardness. For a country, opening up is like the struggle of a chrysalis breaking free from its cocoon. There will be short-term pains, but such pains will create new life. The Belt and Road Initiative should be an open one that will achieve both economic growth and balanced development." The president frequently mentioned the words "opening up" and "cooperation" in his speech, stressing that countries along the routes should open up and cooperate in order to reap the benefits.

Of course the deeper connotations and practices of the Belt and Road Initiative are much broader than this. It focuses not only on business cooperation by promoting connectivity in roads, trade and currencies, but also on policy coordination and closer people-to-people ties. Before more intricate steps can be taken, opening up and seeking cooperation should become common ground and concrete steps. Only then will policy coordination, connectivity of infrastructure, unimpeded trade, financial integration and closer people-to-people ties be achieved. 

The author is a deputy director of the Institute of China's Economic Reform & Development at Renmin University of China.

Yang Jie:

Journey to a Director

Text by Ru Yuan

Yang Jie was part of the very first generation of China's TV directors, rising to fame after her TV adaptation of the Chinese literary classic *Journey to the West* in 1986. IC

Yang Jie, the renowned Chinese director of the 1986 TV adaptation of *Journey to the West*, passed away on April 15 at the age of 88. The death of Yang, whose work has influenced generations in China, triggered contagious nostalgia and stirred up a huge sensation.

Zhang Jinlai, who was known by his stage name Liu Xiao Ling Tong and portrayed the classic character Monkey King in the series, paid tribute to the director on his social media account: "Upon hearing the news of the respected director Yang's passing, I am shrouded with shock and sorrow. It is a big loss for China's television industry. We will always remember you and wish you a peaceful journey."

Three decades ago, the TV series *Journey to the West*, based on one of China's four great classical novels of the same name, directed by Yang and produced by

China Central Television (CCTV), reached almost every small screen in China. The series became an overnight success after it premiered on CCTV and was later exported to countries such as Vietnam, Singapore, Japan and Cambodia. According to a survey from HunanTV.com, the show had an average viewer rating of 87.4 out of 100 in China in 1987. Now, it has been rebroadcast more than 3,000 times and reruns can be seen every year to this day. However, such overwhelming success never comes easy. With a tight budget and poor logistical support, Yang and her production team spent six years making the 25-episode series.

"Keeping the Essence"

Yang was born in 1929 in Macheng, Hubei Province. She became a newscaster in Qingdao, Shandong Province, before

transferring to China National Radio in 1954. In 1958, she began working for CCTV. By 1981, her expertise in opera ultimately led to her being chosen to direct a big-scale TV adaptation of the classical novel *Journey to the West*.

Published in the late 16th Century, *Journey to the West* is a mythological Buddhist-themed adventure inspired by the legendary pilgrimage of Tang Dynasty (618-907) Buddhist monk Xuanzang. Accompanied by four disciples—Monkey King Sun Wukong, pig monster Zhu Bajie, river monster Sha Wujing, and a dragon prince who transforms into a white horse the monk rides—Xuanzang encounters numerous challenges while traveling through Central Asia to India to retrieve sacred Buddhist sutras. To many in the West, the novel became known as *Monkey* thanks to Arthur Waley's 1942 abridged translation.



Yang Jie (center) and more than 20 actors and actresses from *Journey to the West* joined a talk show to discuss their experiences shooting the popular series in 2004. VCG



Yang and the four lead actors from *Journey to the West*. With a tight budget and poor logistical support, Yang and her production team began shooting the series in 1982.

Interpreting a timeless classic was not an easy task. Before the series, the story had already been adapted into various media including film, traditional operas and even cartoons. Precisely because the novel is so widely and deeply adored by the Chinese public, satisfying a diverse range of viewers with a single TV production seemed like a monumental task.

Yang accepted the challenge and became determined to “keep the essence of the novel while cutting some darker and bleaker content,” as she revealed in her autobiography. She insisted that everything appear pleasing, including the villains, and that a genuine atmosphere of backbreaking travels be maintained. Yang incorporated her opera experience and the elegance of her performing arts foundation into a sublime treatment of old mythological literature.

Instead of following the original novel

explicitly, Yang’s adaptation emphasized well-paced storytelling, character development and the adventure itself. “Many of my changes were bold, but I think they ultimately worked well together and made the series suitable for all age groups,” Yang said.

As Hard as the Journey

“Shooting *Journey to the West* has been as difficult as Xuanzang’s pilgrimage itself,” Yang lamented during production. The ambitious project was launched just as China had begun reform and opening up, and Yang’s team was chronically short of money.

Everyone in the production team received “incredibly low” salaries for their work. Even Yang and the two highest-paid actors, Liu Xiao Ling Tong as the Monkey King and Ma Dehua as Xuanzang’s disciple Zhu Bajie, each received less than US\$12 per episode. Each episode took

about three to four months to shoot.

Lack of money was the most consistent theme of the production. In 1986, even after several episodes were completed and had been aired, the team completely ran out of money. Just as people were suggesting Yang shoot a final episode and wrap up the project, her assistant supervisor managed to finally secure a three-million-yuan loan from the China Railway 11th Bureau Group, which financed the remaining episodes.

Along with the shortage of money came a shortage of hands. Yang not only served as both director and producer officially, but became deeply involved in budgeting, finance, scouting, writing, editing and casting. Since the production was always short of personnel, everyone in the cast, from stars to extras, carried production equipment to various locations and packed it up alongside the crew as well.



A still from the TV series *Journey to the West*. The series launched the careers of many TV stars back in the 1980s, the most well-known and popular being Liu Xiao Ling Tong (right), who starred as the Monkey King.

Working conditions were harsh. But the warrior remained committed to completing the project the best she could, shot by shot. The first challenge might have been the biggest: In the early 1980s, no one on the Chinese mainland knew anything about modern special effects techniques, even the most experienced professionals. “We had no idea how to make immortals and demons ‘fly’ in the sky,” recalled Yang. “We didn’t want to produce cheesy stuff that would make the audience laugh.”

So, before they started shooting, Yang and her husband Wang Chongqiu, the sole cinematographer of *Journey to the West*, went to Hong Kong to observe how kung fu dramas shot flying scenes with wire work. However, when they implemented the techniques they learned, the wires were too flimsy and often snapped, injuring several actors. The crew resorted to stacking card-

board under the wires if the shot required more distance than they had pillows. If the shot was excessively long, plenty of hard ground remained exposed. And learning to fly was only the first struggle. Throughout the series, the team used only one camera, which broke down frequently and produced fuzzier footage than newer cameras. Every scene was shot individually with the same camera, which was the primary reason the 25-episode series took six years to make.

Re-embarking on the Journey

Seeking an authentic atmosphere and a variety of scenery for the journey outside studio sets, Yang and her team visited nearly 20 provinces in China and even Thailand. In the 1980s, some locations were hard to reach, dangerous to film in, or lacking modern amenities. The crew sometimes camped outdoors and stayed in poor conditions in


undeveloped places. One place was reportedly so infested with rats that the crew took turns beating them away while others slept. Now, thanks to the enduring popularity of *Journey to the West*, most of these places are renowned tourist attractions.

Yang’s series combines adventure, comedy, stunts, breathtaking scenery, highly talented actors and creative special effects. The props, graphics and editing may seem primitive by today’s standards, but considering the working conditions back then, its completion and popularity remain impressive feats.

In 1988, Yang won Best Director at the Golden Eagle Awards, the China Television Artists Association’s equivalent to the Emmys, for her work on the adaptation. The same year, *Journey to the West* won the prize for Best Long Series at the 8th Flying Goddess Awards, which recognize excellent Chinese TV programs.

Yang’s relationship with *Journey to the West* didn’t end there. From 1998 to 1999, Yang filmed another 16 episodes covering previously missed portions of the original story. Considered “Season Two” of the original 1986 version, the 16 episodes were also tremendously popular upon their release in 2000.

Yang actually directed several TV series in the 1980s and 1990s, some of which were well-known in China, but she is still primarily remembered as the genius behind *Journey to the West*.

“People often express their love for *Journey to the West* to me, but every time I hear that kind of thing, I regret that I didn’t do it better,” Yang once said. “If you ask me why so many people love this TV adaptation, I think I know the answer: In those days, my whole crew and I were working for art, not for money, fame or personal benefits.” 

No Free Blue Sky

Text by Yang Yunqian

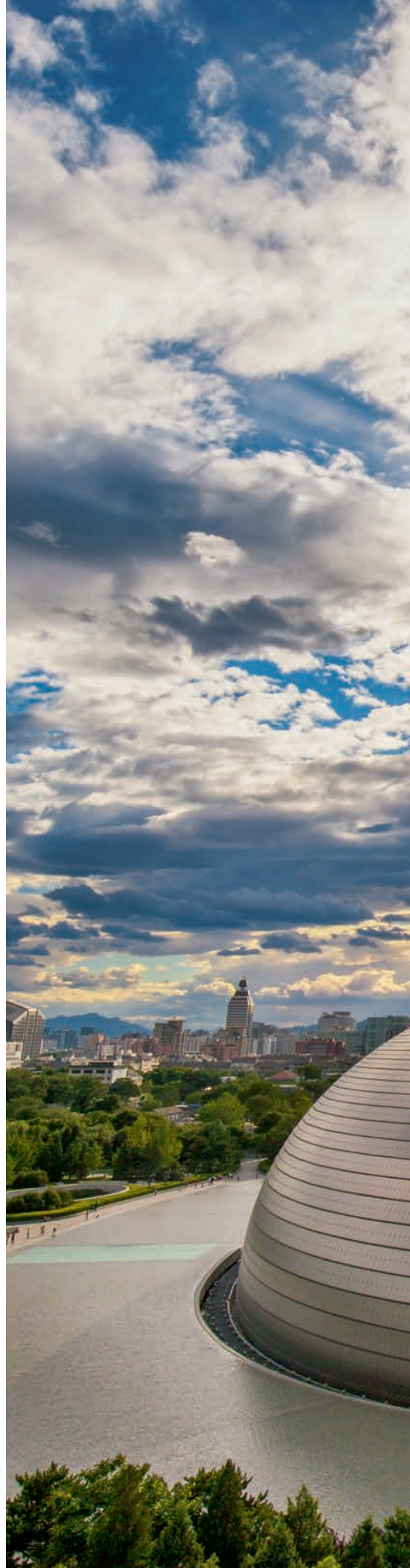
China has been plagued by smog in recent years, especially in the region around Beijing, Tianjin and Hebei Province. The pollution remains heavy and needs to be curbed immediately. Issued in 2013 by the State Council of China, the *Law of the People's Republic of China on the Prevention and Control of Atmospheric Pollution*, the strictest ever of its kind in the country, defines a clear

target for decreasing the density of PM2.5 and outlines a workable action plan. More recently, the National Academy of Development and Strategy (NADS) at Renmin University of China published *Report on Policy Evaluation of Smog Governance in Beijing-Tianjin-Hebei Region*, which confirmed that the Beijing-Tianjin-Hebei region still faces an uphill battle to meet the targets set for 2017.



On August 30, 2016, in Beijing, a technician revamped cables to equip an electric heating system to take the place of a coal-fueled one. VCG

Beijing's National Center for the Performing Arts on June 12, 2015. The PM2.5 density in Beijing dropped 9.9 percent in 2016, a large decrease compared to 6.2 percent in 2015 and 4 percent in 2014. VCG





Industrial Transformation

“At its core, the smog problem in the Beijing-Tianjin-Hebei region is because the total volume of pollution in the region has greatly surpassed the local environment’s carrying capacity,” says Shi Minjun, publisher of the report and research fellow of the NADS.

The Outline of the Plan for Coordinated Development for the Beijing-Tianjin-Hebei Region, released in 2015, lists environmental governance as one of the top three priorities. “Coordinated development of the Beijing-Tianjin-Hebei region is a key strategy,” adds Shi. “Through the established mechanism, administrators can solve urban problems facing Beijing and still limit air pollution while promoting industrial transformation. Development in Beijing, Tianjin and Hebei Province has reached different levels, so each place has different capabilities to handle pollution. With the improvement of governance, coordinated pollution fighting has become more important.”

The report concludes that the solution to smog control is adjusting the industrial structure. Merely shutting down factories cannot eliminate smog throughout the region. Industrial transformation should move forward so that the volume of pollution can be controlled and the environmental burden decreased.

“Industrial restructuring must have some impact on the economy,” explains Shi. “But the economic system has the ability to adjust automatically to adapt to the transformation and alleviate the impacts. So local governments have to face up to the short-term effects resulting from smog control on the local economy and public livelihood.” Actually, Shi believes that if the possible health cost brought by smog is taken into consideration, the economic cost of smog control is not so massive.



On November 18, 2015, the lab for transportation energy conservation and emission reduction was set up in Beijing. It was the first of its kind in the Beijing-Tianjin-Hebei region. VCG

Efforts for Blue Sky

“Industrial transformation is important,” Shi opines. “But it has become consensus that environmental protection requires joint efforts from governments, enterprises and the public.” In his opinion, lifestyles, social norms and industrial protection can also influence the smog situation. The public must understand that blue skies have a cost. Everyone can contribute and many must make sacrifices.

Last century, developed countries such as Britain, Japan, and the United States also suffered severe pollution during certain periods. Japan, for instance, was frequently shrouded by heavy smog in its preliminary phase of industrialization. At one point, the Yokkaichi asthma broke out because locals inhaled so much pollution from chemical plants. Such incidents led to the rise of environmental NGOs, which helped place pressure on the government to act. Since the 1960s, the Japanese govern-

ment has successively promulgated laws concerning environmental protection. By the 1980s, the country had developed multiple channels, governmental departments, joint law enforcement, enhanced technical development and green consumption concepts.

“Not only enterprises but also individuals need to fully understand that blue skies are not free,” Shi continues. “People should know that electricity is more environmentally-friendly than natural gas and that natural gas is more so than coal. However, cleaner energy is also more expensive. Protecting the environment requires sacrifice. How many people are willing to commit to lifestyle changes?”

Shi illustrates that parents driving their kids to school in the morning cause about a third of Beijing’s traffic jams. If school buses were used to transport the students, traffic congestion would be alleviated considerably and emissions would drop. But



Flourishing lotuses in Beijing's Beihai Park. In spring and summer, smog in the Beijing-Tianjin-Hebei region happens less than in winter, the heating season. VCG

so far, the government has not introduced a policy to provide school buses. If schools took the lead, they would need to employ more staff and take on more risk, so few are willing to shoulder the responsibility.

Analysts estimate that when Beijing enforces the even-odd license plate rule, fuel consumption drops by about 30 percent. Hybrid cars have proven effective not only in reducing emissions, but also in achieving better fuel economy. If traditional cars could be gradually upgraded or traded for hybrid models, emissions would also be reduced. But presently, the most popular hybrid models are only marketed by foreign companies. If environmental protection is the top priority, Shi thinks the government should abandon protecting the market for domestic manufacturers. Shi considers pollution control a systematic mission involving a variety of social aspects, which means that urban management practices still have much room to improve.


No Unified Environmental Regulations

When an economy develops to a certain level, the public begins to demand a better living environment, which pushes enforcement of related regulations. Enterprises must upgrade their operations and the governments improve urban management. Several more developed provinces such as Zhejiang, Jiangsu and Guangdong have played a leading role in environmental protection. "To meet higher environmental protection standards, Shaoxing's Keqiao, a district mainly relying on the textile dyeing industry, has switched to natural gas from coal," says Shi. "Its air quality has improved a lot. Economic development can drive companies to clean up on their own."

Shi also cites his hometown, a mountainous region in Zhejiang Province. In the 1980s, locals reclaimed land to plant corn, but now they have found better sources of income. Since they are no longer driven to

develop more farmland for survival, the mountains have gradually recovered and become greener. Shi believes that environmental regulations should align with the local development level, natural conditions and environmental capacity. "Environmental regulations shouldn't and cannot be uniform."

Shi points out that smog control requires economic measures including taxation, subsidies and green lending. Economic leverage, incentives and fines can also drive the public, companies and governmental agencies at every level to change lifestyles or production modes.

"China's control of smog could take two or three decades, if we look at international experience," Shi admits. "One decade might be possible. Rome was not built in a day. It will take time to solve all the accumulating problems. If governments at various levels implement proper measures and enterprises upgrade, we will definitely see noticeable improvements." 

Erhai Lake: Protection Mode

Text by Yin Xing

This April Fool's Day, no one was joking around in the Erhai Lake preservation district.

On April 1, 2017, visitor Xingxing Diandeng had to reschedule a planned three-day trip to Dali, Yunnan Province during the Qingming Festival holiday when he noticed his hotel reservation payment had been refunded. What happened?

On March 31, 2017, the municipal government of Dali shut down all restaurants and inns within the core area of the eco-preservation district around Erhai Lake until a nearby sewage interception project is completed. The core area is densely populated with over 1,800 restaurants and inns that offer enchanting lake views to visitors. The project shut down every single one of the popular "lake-view houses."

Growing Pains

Dali has long been famed for its snow-capped mountains and the tender moonlight on Erhai Lake. Every year, it draws steady streams of visitors from home and abroad. In recent years, however, Dali's tourism capacity has been overwhelmed due to the development and construction of the town of Haidong. Shuanglang, a small town of Bai people by the lake, received 2 million visits in 2014. In 2016, the volume exceeded 3.2 million. Within the one-square-kilometer area at the core of the town's tourist zone, there are more than 580 restaurants and inns.





Known for its snow-capped mountains and tender moonlight, Dali draws streams of tourists from home and abroad every year. To provide better views of Erhai Lake, some inns have even extended decks over the water. VCG

Signs with reminders about environmental protection, put up by the local government, can be seen everywhere in Dali, Yunnan Province. VCG

Heavier pollution has accompanied the increase in visitors. Despite Shuanglang's focus on agriculture over industry, the area around Erhai Lake has been listed for poor water quality due to subpar treatment of

sewage from the inns before it is dumped directly into the lake.

Tourism has also impacted neighboring islands such as Jinsuo (Golden Shuttle). For generations, the local fishermen



April 8, 2017: Many inns in Dali have posted signs like this, stating that their business is suspended. VCG



The construction of an inn has to be halted. VCG

inhabiting Jinsuo Island have survived by fishing, but now more and more locals are turning to tourism, selling souvenirs, running restaurants and inns or serving as tour guides.

The heavy flow of tourists—more than 2,000 daily—has resulted in plentiful concerns. “Drinking water tops the list,” stresses villager Yang Xu. As the water quality in Erhai Lake deteriorates, local access to clean drinking water is lost, and they are forced to explore other methods to get water, such as filtering it from karst caves. “Aquatic food is most popular with tourists,” Yang adds. “Just a couple of years ago, during fishing season in April, we could catch up to 5,000 kilograms of fish a month. Now, however, the population of snail and shellfish has shrunk due to the deteriorating water quality of the lake. Many fishermen now go elsewhere to buy fish.”

And to provide better views, the inns have become taller, some eclipsing the limits set by the government. To increase their space, many inns began occupying public roads. Some even extended decks over the lake.

Overloaded Ecosystem

Erhai Lake is precisely what attracts tourists, but it's also the prime source of drinking water for Dali residents. As estimated by the local environmental protection department, the population bearing capacity of the area around the lake is 200,000 to 500,000 at the most. Today, however, some 860,000 people live around it, excluding the temporary population. The lake welcomes 10 million visits annually, far beyond the carrying capacity of the local environment.

The tourism boom has also highlighted the irrational layout of villages and townships along the coastline, including Shuang-

lang and Haidong, as well as the flaws in the underdeveloped infrastructure.

“Pollution discharge pipes were designed to serve only permanent local residents,” notes an engineer. “The old system in the Haidong area can barely handle the heavy flow of sewage today, and household waste volume far exceeds the intended capacity.” The dense construction of inns and rapid increase in tourist flow have led to a steep rise in discharge, some of which is dumped directly into the lake or seeps up from the ground due to the narrow, aging pipes.

According to the 13th Five-Year Plan for Environmental Protection of Erhai Lake, in 2014, pollution from ranching, farming and rural life accounted for about 70 percent of the total pollution in the region. Zhang Bo, director of the Department of Water Environment Management of the Ministry of Environmental Protection, spoke at a recent press conference on the issue. “Many visitors from outside Erhai live, eat and consume there, which has expanded the scale of other agricultural sectors,” he explained. “These sectors still need to consume and discharge. Every place like this needs to keep a close eye on its environmental carrying capacity.”

Renovation Needed

Despite being a top vacation destination, Erhai has temporarily shut down all of the 1,800-plus inns and restaurants in its core area, demonstrating the incredible resolve of the local government to hone environmental protection.

Comprehensive regulations to protect the environment of Erhai will be introduced, including measures to treat sewage and trash, decrease non-point source pollution, restore water quality, accelerate projects to intercept and treat sewage, strengthen law enforcement, supervise

activities in the lake region, and encourage everyone to protect Erhai Lake.

“The sewage interception project at Erhai Lake, funded by an investment of over 1.3 billion yuan, is now under construction,” explains Zhang Yong, deputy secretary of the Dali Municipal CPC Committee. “The project will benefit 10 towns and villages by the lake by improving sewage treatment capacity.” The total population of inns and restaurants in the core area of the lake will be strictly controlled, and only environmentally-friendly structures and public infrastructural facilities will be allowed to be built.

Dali is even setting up a monitoring network for the lake. The Erhai Region Protection Administration is inviting bids for a project to provide early warning monitoring at Erhai, including fluvial cross sections, a water quality monitoring system and analysis of major pollution sources.

These moves are focused primarily on the inns, followed by other sources of pollution such as agriculture. More than 20,000 digestion tanks will be built to deal with the problems. In the township of Wase, 11 public officials made deals in 15 days to acquire land from more than 200 farming households to create nearly 30 hectares of land for these projects.

Renovation work, however, is a challenge. “The situation is still precarious, despite the successes we have had,” remarks a supervisor from the local environmental protection department. “The water volume is still insufficient, and the harnessing system has yet to be perfected.”

“The measures we are taking are necessary even though we won't see the effects instantly,” asserts Wang Xinze, vice president of Yunnan (Dali) Research Institute under Shanghai Jiaotong University. “It would take a while to restore what has been lost even if we replaced all the polluted water in the lake with bottled water.” 

Online Celebrities: Clicking Careers

Text by Ru Yuan

A Rising Phenomenon

Papi Jiang, a 30-year-old living in Beijing, is a phenomenally popular online celebrity. Born Jiang Yilei, Papi Jiang began uploading short, funny and original videos in October 2015 and quickly shot to stardom. Jiang plays a variety of characters in her videos, which use sarcasm to cover a wide range of topics including trends, everyday life, and social relations. Her snarky style has resonated strongly with netizens. For example, just before this year's Spring Festival in late January, she released a video titled "To Some of My Annoying Relatives." In the video, Papi Jiang mocked

"unbearable" Chinese relatives who pry with too many personal questions during the annual family reunion, which went viral on Chinese social media.

Actually, Papi Jiang has attracted the public spotlight on several occasions. In March 2016, she secured venture capital of US\$1.74 million. The next month, a bidding war between potential advertisers lifted the price tag for the ad at the end of her videos to US\$3.2 million. Papi Jiang has more than 23 million followers on Weibo, the Chinese version of Twitter, and her videos have been watched hundreds of millions of times.

Papi Jiang is just one of many Chinese

online celebrities. In a country that is home to more than 1.3 billion people, popular websites and social media platforms such as Sina Weibo and WeChat, which each boast hundreds of millions of users, offer a big stage for this new wave of talent.

Online celebrities (*wanghong* in Chinese) refer to people who attract fans primarily through the internet and social media and eventually become opinion leaders and media figures. Generally speaking, China's internet celebrities fall into three categories: The first group consists of mostly fashionably-dressed young women who earn money by promoting products to their followers. These women are usually related to one of China's e-commerce companies such as Alibaba's Taobao. The second group consists of performers on live streaming sites. Against a range of backgrounds, the performer either sings, dances, plays games, tells jokes or even eats. The third group is people who create original online content, like Papi Jiang.

The third group had been comparatively small, but when Papi Jiang secured her first venture capital and monetized her product in 2016, the development drastically changed the online celebrity landscape in China. This year, a wave of online celebrities offering "real content" has emerged. In the past, when people thought of online celebrities, images of porcelain-faced young women usually popped into their heads. "Papi Jiang is changing that image and transforming the wave of online



April 5, 2017: Online celebrities broadcast the premiere of a new TV series via live streaming sites in Xi'an City, Shaanxi Province. Internet celebrities, especially those who are closely linked to e-commerce, have a unique business model and have already found multiple ways to transform their fame into cash. VCG

celebrities into a cultural and economic phenomenon,” opines Da Shan, founder of Today’s Online Celebrity, a WeChat public account devoted to analyzing China’s online celebrity economy. “Today, you could call anyone with a huge following on the internet an online celebrity.”

A Real Business

Reaching for fame is nothing new in China or the rest of the planet. However, in recent years, the huge commercial value of online celebrities has finally crystalized in public minds, resulting in more professionals, investors and agencies entering the lucrative market.

Thanks to the scale and diversity of Chinese internet sites and users, Chinese online celebrities have found greater opportunities than their foreign counterparts. For the most part, they have discovered abundant conduits to monetize their fame.

Zhang Dayi, another Chinese internet celebrity, models for her own shop on Taobao, the country’s leading online shopping site. She simply posts pictures of herself wearing the clothes she is selling. She reportedly earned US\$30 million in 2016, even more than that of famous Chinese actress Fan Bingbing, who made less than US\$19 million in the same year.

Internet celebrities like Zhang Dayi, especially those closely tied to e-commerce, have developed unique new business models. They usually manage at least one online store, and their stores never advertise or participate in sales events. Instead, they turn customers into loyal fans after interacting with them, offering an enhanced shopping experience. They share their views, experiences and expertise, which buyers believe save time for them.

According to CBN Data, a commercial data company affiliated with Chinese e-commerce giant Alibaba, the internet



Excelling in this new trade is not as easy as some make it seem. It is far from enough for online celebrities just to be physically attractive. They also need to deliver quality content in order to survive. IC

celebrity economy was worth around US\$8.4 billion in 2016, more than China’s total cinema box office of US\$6.6 billion in the same year.

Few successful online celebrities work alone. A savvy support team backs each of these businesses, helping them align business with content. The huge potential for earnings has even inspired internet celebrity incubators, which aim to discover and cultivate the next Zhang Dayi or Papi Jiang. These incubators offer training in areas including photography, make-up and performance for those hoping to become internet stars. Like agents, they can also help people land jobs—in exchange for a share of their earnings.

Fierce Competition


The overall size of China’s internet celebrity economy is expanding as cyber stars pop up in almost every sector from fashion to online gaming, travel, baby products, astrology and even stock market analyses. “The business opportunities are huge if you build a clear image,” says Ge Wei, vice content marketing manager of Youku Tudou Inc., a leading online video site in China.

However, the desire to use fame to earn paychecks is also a reason most online celebrities only enjoy a limited run. Ac-

cording to a report released by the Tencent Research Institute, about 50 percent of online celebrities “disappear” from public sight within six months to three years. Even the most venerable personalities rarely last longer than five years.

Some industry insiders believe that the answer to increasingly fierce competition is consistent quality of content, which is usually the decisive factor in determining a career’s length. “Actually, not many can produce outstanding personalized content,” says Yang Ping, head of a Hangzhou-based incubator. “As in many other industries, only the top 20 percent will make it.”

Excelling in this new industry is not nearly as easy as some make it seem. “Being physically attractive is far from enough to become an online celebrity,” asserts Da Shan. “The most popular are those with unique personalities who are hardworking, innovative, and highly talented. They also have to be good at communicating. Having something unique to offer is the key to survival.”

Even Papi Jiang, who always signs off on her videos with “I’m Papi Jiang, a woman who combines beauty and talent,” is improving her content and business model constantly to maintain her popularity. “Sustaining popularity remains the quest of everyone in the trade,” adds Da. 

Hardly Child's Play

Text by Li Xiaoyang

95 Years Old

Chinese movies for children appeared alongside the emergence of modern children's literature in the country. During the New Culture Movement between 1915 and 1923, Chinese children gradually began receiving greater public attention thanks to ideological enlightenment and the introduction of Western educational methods. During this time, subject matter intended for children attracted movie producers in China.

The first Chinese children's movie in history, *Naughty Child*, was a short one released in 1922 and starring children. It was followed by the first full-length feature film, *An Orphan Rescues His Grandpa*, in 1923. Soon thereafter, in the 1930s, many Chinese kids' movies featuring cultural appeal highlighted by concern for social reality and moral education were released, including *My Dear Brother* and *Wanderings of Sanmao*.

After the founding of the People's Republic of China in 1949, many "little heroes" of the revolutionary era were sculpted, such as brave and resourceful Hai Wa from *The Letter with Feathers*, kind and smart Zhang Ga in *Zhang Ga the Soldier Boy*, and clear-thinker Pan Dongzi in *Sparkling Red Star*. Written as miniature versions of grown-up heroes, the maturation of such characters mirrored Chinese revolutionary history and inspired millions to attempt heroic deeds.

China's implementation of reform and opening-up policies in the late 1970s brought dramatic changes to movie production thanks to a more favorable cultural environment and rapid economic progress. In the years that followed, a more diverse

stream of films covering a wide variety of topics and forms emerged, including hyper-realistic plots, science fiction films, war epics, ethnic minority movies, and animation. In 1999, *The Straw Hut*, a film adapted from a novel of the same name by Professor Cao Wenxuan of Peking University that would eventually go on to win the Hans Christian Andersen Award in 2016, hit big screens. The movie followed the childhood of the innocent Sang Sang with a plain tone and simple film language and heralded a pleasant shift to nostalgic flavor and poetic flair, as well as transforming the traditional heroic tendencies of protagonists.

Today, Chinese children's movies have gone global and won acclaim from spectators around the world, including many that have been honored at international film festivals such as *Oh! Sweet Snow*, *Drummers from the Flaming Mountain*, and *An Answer from Heaven*, which consecutively took prizes at the Berlin International Film Festival for three years in a row.

Feature-length Animated Films

The first Chinese animated film was *The Princess of Iron Fan* in 1941, which attempted to create a unique style featuring traditional Chinese culture. It was followed by productions so inspired by traditional Chinese painting and folk art that the "Chinese School" of animation, characterized by water and ink, paper-cuts and shadow puppets, emerged. Standouts of the era include *Uproar in Heaven*, *Nezha Conquers the Dragon King* and *The Three Monks*, all produced by Shanghai Animation Film Studio. They were honored with many do-

mestic and international awards including the China Golden Rooster Award, the Gold Award at the Denmark Odense Fairy Tale Film Festival, the Silver Bear Award at the Berlin International Film Festival, and the Best Picture at the London International Film Festival.

Since the turn of the 21st Century, the volume and diversity of Chinese children's movies have both expanded, and they have heavily impacted the market thanks to the acceleration of the systematic reform of movie production and upgrading of the Chinese movie industry.

From 2006 to 2010, China produced an average of 50 children's movies annually. Statistics show that in 2016, over 60 animated movies hit screens in the country and earned a total of 6.8 billion yuan at the box office, an increase of 50 percent over 2015. *Kung Fu Panda 3*, a Chinese-American joint production, grossed more than a billion yuan, and *Big Fish & Begonia*, a completely domestic Chinese animated movie made on a budget of 30 million yuan, earned 560 million yuan at the box office. Still, most Chinese animation in general struggled in theaters, and many couldn't recover their costs.

"High-concept animation" dominates the American industry. Producers at Disney and DreamWorks collect ideas from around the globe, fuse American elements with other cultures such as the Arab world in *Aladdin*, Polynesia in *Moana* and China in *Kung Fu Panda*, and add chart-topping songs, a formula that usually results in box office domination and the birth of merchandising goldmines.



A still from *An Orphan Rescues His Grandpa* (1923), the first full-length feature film in China. IC



March 31, 1949: Zhang Leping, a famous Chinese cartoonist and author of the Sanmao animation series, with the little actor playing the lead role in *Wanderings of Sanmao*. Made in 1949, the film depicts the tough life of a little homeless child in China before liberation. Xinhua



A still from *Zhang Ga the Soldier Boy* (1963). The movie recounts the story of a little boy who becomes a real soldier of the Eighth Route Army. Xinhua



A still from *The Magical Pen*. A puppet movie produced in 1955 by Shanghai Animation Film Studio, it recounts the stories of Ma Liang, a shepherd boy, who punishes greedy county officials with his magical brush. It has won a number of international prizes, including the First Prize for movies for children aged 8-12 at the 8th Venice International Children's Film Festival. Xinhua



A still from *Sparkling Red Star*, which hit big screens in 1974. The movie depicts a little hero, Pan Dongzi, who grows up in hardship in the years 1930-1939. Xinhua



A still from the 3D animation *Monkey King: Hero Is Back*, which took the crown among Chinese animation movies with its box office performance—raking in some 1 billion yuan when it was released in July 2015. IC



July 17, 2015: A designer works on the production of *Monkey King: Hero Is Back* in Beijing. by Wu Kaixiang/Xinhua



March 2, 2017: The 13th China International Children's Film Festival kicks off. From this session onwards, the city of Guangzhou, in Guangdong Province, is to be the permanent host of the event. VCG



A still from *Big Fish & Begonia*, a Chinese animation released in July 2016. It has won many awards both domestically and internationally, including Best Technology at the 14th International Animation Festival in Seoul, South Korea. IC


American animators have developed sub-genres such as fantasy, adventure and Western, built complete industrial chains supported by world-class marketing, and pursued revenues via diverse channels. Americans have popularized their animation works around the world via an endless stream of creative ideas and a mature industrial mechanism.

China's animation producers still struggle to compete with their American counterparts in terms of creativity, while enduring the pains of a less mature industrial chain. Productions with tiny budgets and understaffed teams result in mediocre output, a cycle that will be hard to overcome without a real upgrade in the industrial chain.

However, the upgrade of internet+ industries has brought opportunities for the development of children's entertainment in China. In October 2015, Alibaba Pictures launched the Plan A program in an attempt to establish an animated IP incubator system, with an investment of 1 billion yuan for excellent talent working in animation, design and special effects. At almost the same time, Enlight Pictures established an animation group, Coloroom Pictures, with the aim of capturing a big share of Chinese animation production. The influx of capital and talent has kick-started progress in China's domestic children's film industry.

"We can hardly compete with our American rivals with what we have,"

admits Sun Lijun, dean of the Animation School of Beijing Film Academy. "We can't guarantee stable investment, regardless of how good an idea is. It's extremely difficult to make an animated movie in China due to technical and artistic problems and the fact that many investors want to see immediate profits."

Excellent products require a long-term vision of the big picture from ideas, topics and characters to structure and values. The only way Chinese producers can stand out among their counterparts around the world is to innovate with inspiration from their own traditional culture and build a more solid industrial chain for animation. 

The author is a Ph.D. candidate at Beijing Normal University.



***Colorful China:
Recording History Across Three Decades***


*By Weng Naiqiang,
CITIC Press Group, February 2017*

This book includes 445 works carefully selected from tens of thousands of photos taken by 80-year-old Chinese photographer Weng Naiqiang, who vividly captured the great changes in Chinese social life from 1964 to 1995. Some color photos from the 1960s are unveiled to the public for the first time, and 70 original negatives have been permanently added to the collection of the National Museum of China.

His photos record China's social, political, and economic changes across 30 years, including scenes in various industries and ordinary lives. The photographer framed many details and everyday life scenes, such as the Dongdan food market, Neilian-sheng (a time-honored shoe company in Beijing) stores, vendors selling grasshoppers, and Li villagers herding cattle. The extremely rare color photographs from a time when almost every image was black-and-white provide a rare glimpse into the world of past generations.

From the 1950s to 1970s, documentary photography became widespread in Europe and the United States, but "political photography" (staged photography) still dominated in China. Weng Naiqiang was one of the few who liked to capture candid shots rather than staged photos. In his photographic works after the 1980s, we see many more "snapshot" photos.

Weng showed us how a photographer with enthusiasm, courage and a unique perspective selected and collected details and trivia neglected by many with access to a camera, which became his singular style. Weng and his photography prove that history is not simply numbers and timelines, but real scenes and vivid faces. With photography, Weng accomplished what many only dream about: recording a generation.

Weng's ancestral home is in Fujian, China, but he was born in 1936 in Jakarta, Indonesia. In 1963, Weng graduated from the oil painting department of China Central Academy of Fine Arts. Later, he served as a press photographer, director of the art photography department and editorial board member of the Japanese version of the comprehensive periodical *People China*. He published many photographic works, illustrations, and art books throughout his career. He also joined the China Artists Association and the China Photographers Association. 





In the 1970s, children performed in the Beijing Working People's Cultural Palace on Labor Day (May 1st).



In the 1960s, ethnic Li villagers in Hainan Province transplanted rice seedlings in paddy fields.



From the 1950s to 1970s, around 20 million young Chinese intellectuals traveled to rural and border areas to reclaim wasteland and construct the countryside. This 1968 photo shows "educated youths" arriving by boat in the Great Northern Wilderness in Heilongjiang Province.



During the 1971 harvest season, Chinese folk songs were performed while farmers took a break.



In 1970, educated youths chatted with farmers in Eshan, Yi Autonomous County, Yunnan Province.



In 1971, people gathered around the Forbidden City, the royal palace of China's Ming (1368-1644) and Qing (1644-1911) dynasties.



In the early 1980s, a father and son played in Tian'anmen Square.

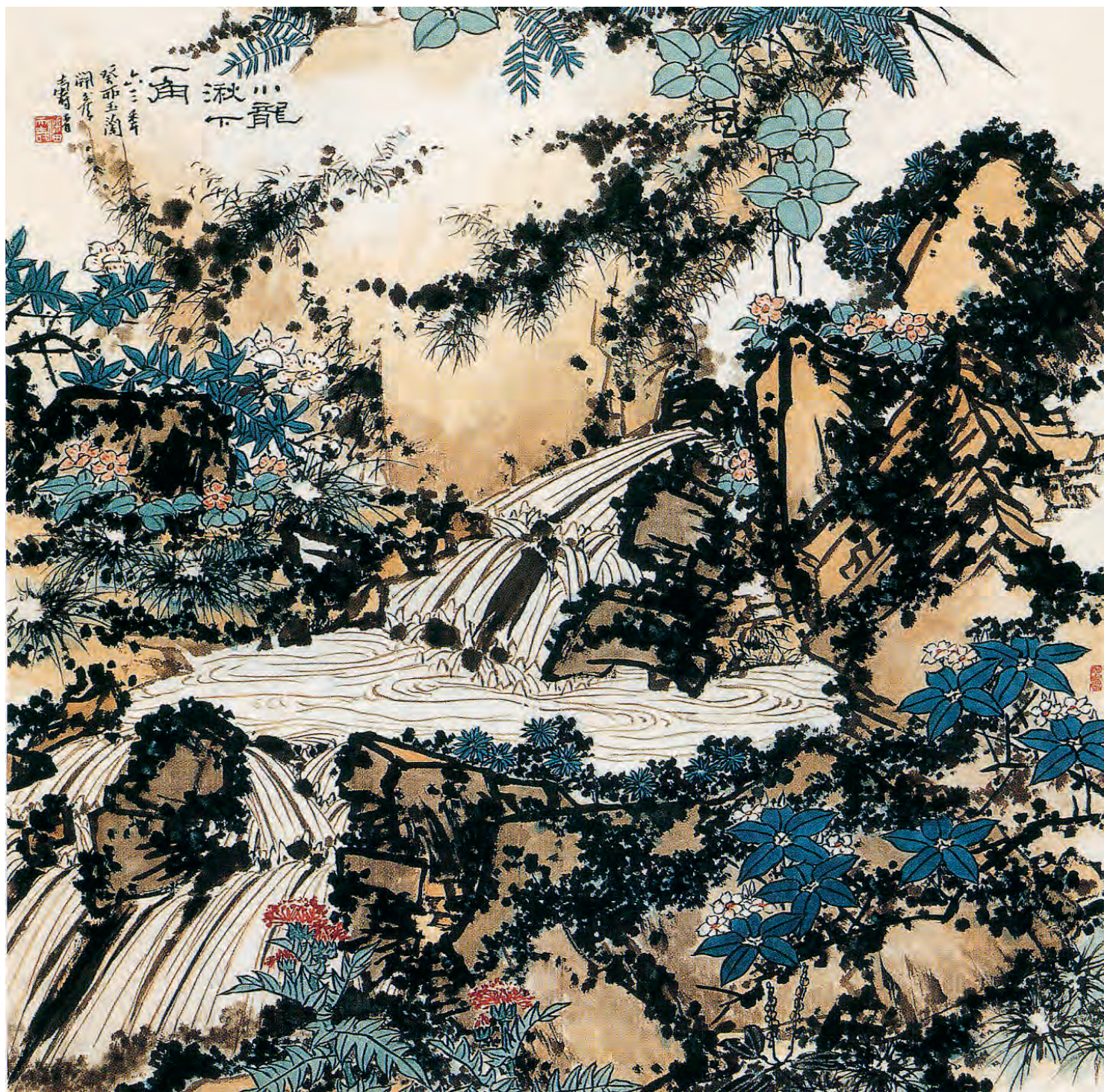


In the 1980s, sandstorms often swept through Beijing during the spring and autumn months. This photo captures a woman wearing a veil to avoid the dust.

A Guardian of Chinese Painting

Text by Yi Mei

Photographs courtesy of National Art Museum of China



One Corner of a Small Waterfall, traditional Chinese painting, 107.8x107.5cm, 1963

Alongside Wu Changshuo, Qi Baishi and Huang Binhong, Pan Tianshou is considered one of China's four greatest painting masters of the 20th Century. On May 2, 2017, an exhibition commemorating the 120th birthday of Pan Tianshou opened at the National Art Museum of China, luring the public to take a closer look at the work of this master. The exhibition traces the life of Pan Tianshou as an artist, educator and art theorist through 120 works including his representative paintings, manuscripts and calligraphy.

Pan's exhibition covers five halls and two corridors of the museum, making it the largest ever held for a single artist at the museum. Located in the center of the first hall is a 1964 work that measures seven meters tall and three meters wide—his largest painting. “Of Chinese painting masters, Pan Tianshou topped in over-sized work,” opined Wu Guanzhong, a renowned contemporary Chinese painter. “His composition is like building a mansion. His large paintings are genuine massive masterpieces.”

Passionate Painter

Pan used tough strokes to paint various plants, giving them a towering presentation. In composition, by breaking traditional themes of Chinese landscape and flower-and-bird paintings, Pan depicted scenery more realistically, and created a genre of landscape painting in which the primary components occupy just a corner of the paper. “Pan Tianshou's work is so moving because of his profound understanding of the essence of the genre,” remarks Li Jinkun, president of Guangdong Artists Association. “Yet, he developed Chinese painting in his own way, which shook off traditional patterns to some extent.”



Pan Tianshou and his students at his residence in Hangzhou in the 1950s.



1963: Pan Tianshou instructs his students on traditional Chinese flower-and-bird painting.

The context behind Pan's strokes runs even deeper. In the 20th Century, Chinese painting was heavily impacted by Western painting. The New Culture Movement of the 1910s and 1920s called for increased usage of Western artistic techniques to reform traditional Chinese painting. In this context, Western sketch and oil painting became extremely popular in China, and traditional Chinese painting was marginalized. Traditional Chinese painting, a pillar of Chinese culture, seemed to be facing extinction. During this time, Pan advocated that "Chinese painting and Western painting should keep a distance." He said, "Chinese and Western arts can communicate, which should result in distinction between them rather than

shared content and patterns."

As many artists were trading brushes for pencils, Pan held firm to traditional Chinese painting. One of the seals he used is carved with Chinese characters literally meaning "always overbearing and bold," in contrast to the ideal aesthetics of Chinese culture. Pan defied traditional culture in favor of a determination to develop, reform and innovate Chinese painting based on traditional rules. His efforts created significant tension that can be seen on his canvases. His choices also evidenced his devotion to safeguard traditional Chinese painting.

Pan's confidence in traditional Chinese painting was inspired by his study of the genre, which helped him understand the

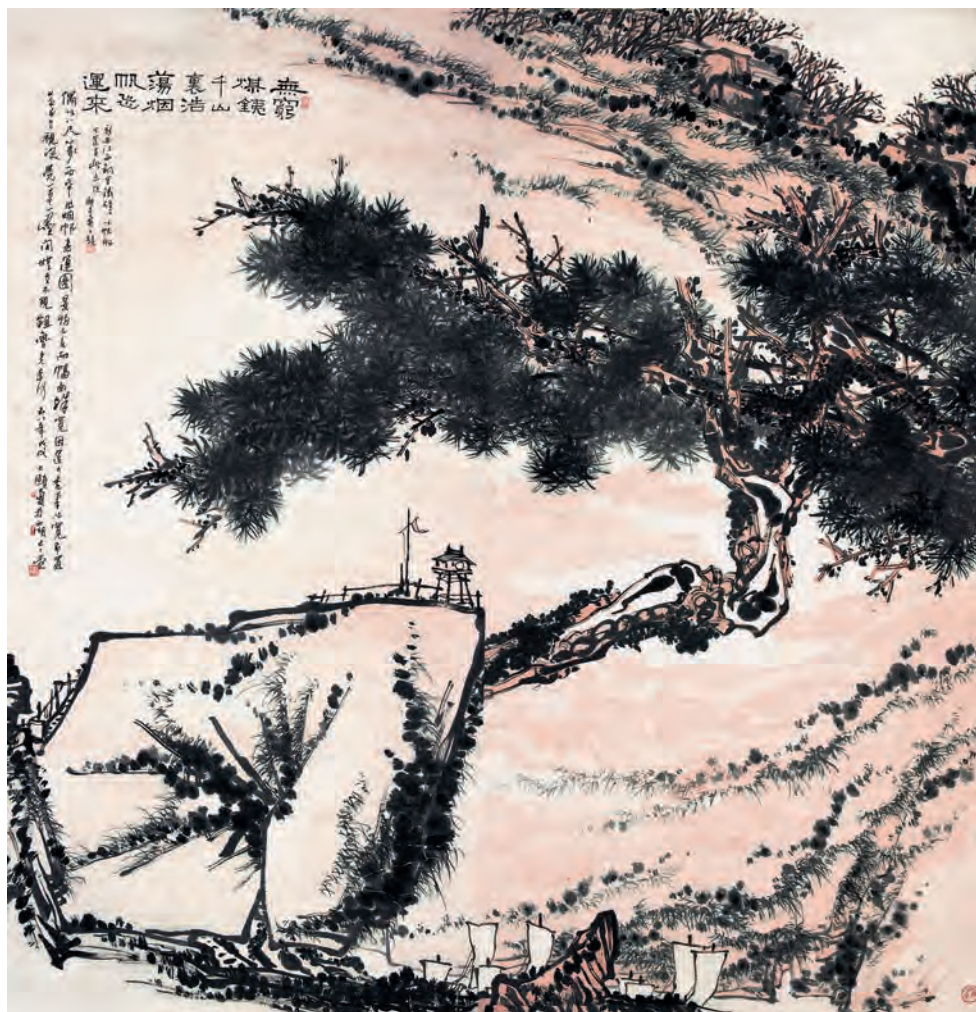
differences and similarities between Chinese and Western paintings. He believed that both Chinese and Western paintings intend to show the ideas and passion of mankind, but they belong to different artistic systems. Western painting focuses on science, and Chinese painting on philosophy. Scientific rules involving proportion and perspective are not practiced in traditional Chinese painting, which uses calligraphic strokes and ink on a two-dimensional surface to convey the artist's emotion and thought.

"Mr. Pan did not oppose the fusion of Chinese and Western paintings," says Chen Yongyi, curator of the Pan Tianshou Museum. "He just opposed blending them arbitrarily. He believed that combining the two genres should be based on academic study and rational thinking. Pan wanted to create an artistic style independent of both ancient Chinese masters and Western painters. He was a pioneer who elevated traditional Chinese painting to a new height, conforming to traditional aesthetics but creating strong visual impacts."

Devoted Teacher

Although Pan made great achievements in painting, he insisted, "Teaching is my lifelong work, while painting is just my pastime." Part of the exhibition highlights Pan's contributions as a teacher.

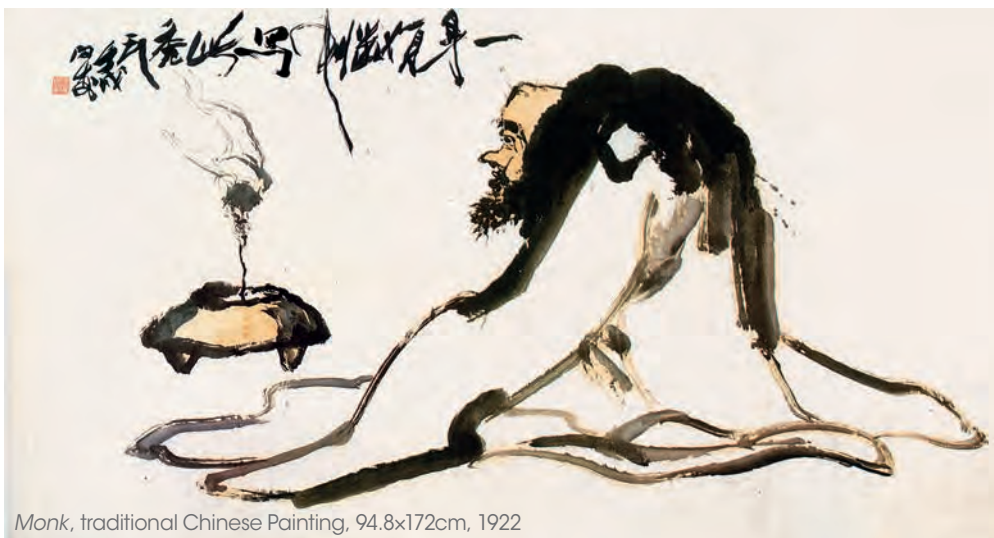
The traditional teaching style of Chinese painting followed an apprenticeship model. With the rise of modern school-based education, the teaching methods of traditional Chinese painting have changed. Pan devoted his life to designing an independent and comprehensive teaching system for traditional Chinese painting. In the early 20th Century, traditional Chinese painting faced a crisis of survival. The lack of defined teaching mechanisms after the emergence of institutional education



Stone and Sails, traditional Chinese painting, 249.5x242cm, 1958



Cat, Stone and Banana Trees, traditional Chinese painting (by fingers with ink), 237.5x120cm, 1950s



Monk, traditional Chinese Painting, 94.8x172cm, 1922



Buffalo in Pond in Summer, traditional Chinese painting (by fingers with ink), 142.7x367cm, 1960s

brought the art to the brink of extinction.

In 1923, Pan began teaching traditional Chinese painting at the Shanghai Art Academy. In 1928, he was hired as dean of the Chinese Painting Department at the National Art Academy (now the China Academy of Art). His book, *The History of Chinese Painting*, was the textbook. As China went through ups and downs in the subsequent decades, so did Pan's personal status. When Western culture became all the rage, Pan's Chinese painting department went quiet. Pan nonchalantly began to collect, purchase, appraise and categorize traditional Chinese paintings from civil collections to enrich his school's collection.

His efforts allow today's students at the China Academy of Art to study genuine works directly.

In 1959, Pan was again appointed head of the China Academy of Art, which enabled him to promote his teaching philosophies developed from decades of practice and study. Pan restored the Chinese painting department and proposed subjects like figures, mountains and flowers be taught separately. Courses including Chinese painting study and copying, calligraphy, carving, and poetry were added. Pan's creative design for a teaching system for traditional Chinese painting laid a solid foundation for contemporary Chinese

traditional arts education.

"Pan was one of the founding fathers of the China Academy of Art and an important educator in Chinese painting and calligraphy," says Xu Jiang, current president of the China Academy of Art. "He served as president of our school twice. Facing great challenges from Western art, Pan used his broad vision and strong determination to lay the cornerstone for the modern education system of traditional Chinese painting, which has enabled this art form to be passed down and flourish. Pan's contribution set a good example for how to make a conscious effort to renew contemporary Chinese art." 

Imperial Splendors: Jewelry Art Since the 18th Century

This exhibition was jointly launched by China's Palace Museum and Chaumet, a time-honored French jewelry designer, with Henri Loyrette, former president and curator of the Louvre Museum as curator. On display are over 300 masterpieces alongside jewelry, paintings and a wide array of art from the 18th to 21st Century depicting stories of Napoleon, Queen Josephine and other monarchs in Europe.

The exhibition was co-sponsored by 17 world-famous museums including the Louvre, Chateau de Fontainebleau and the Victoria and Albert Museum. It features many art treasures from France on their first trip to China.

April 11 – July 17
Palace Museum, Beijing



Consular Sword, also known as Napoleon I's Coronation Sword, 1804, acquired by the Louvre, France.



A gilded-silver hairpin inlaid with kingfisher feathers and pearls, Qing Dynasty (1644-1911), acquired by the Palace Museum.



A crown decorated with egret feathers, 1914, acquired by Chaumet.



A Gothic belt of French Queen Mary Louise, 1813, acquired by Chaumet.

Partnerships: MoCA 10th Anniversary Exhibition Series

The inaugural exhibition of the series at the Museum of Contemporary Art (MoCA) in Beijing, Partnerships features more than 200 works by 29 artists from eight countries including the United States and several in Europe. On display are a wide variety of art forms such as oil painting, sculpture, photography, aluminum engravings and digital works, both expressionist and realist, expressing the artists' feelings for the world via diversified visual impacts.

April 26 – June 10
Museum of Contemporary Art, Beijing



A poster for "Partnerships: MoCA 10th Anniversary Exhibition Series."

Exhibition of Works by Brothers Chen Yifei and Chen Yiming

Twenty-seven years have passed since the brothers, the most influential pair of painter brothers in modern Chinese history, first joined hands to display works at an exhibition in the Hammer Gallery in New York in 1990.

Chen Yifei (1946-2005), the elder, was hailed as an extraordinary oil painter and visual artist. His best-known works, *Water Region Series* and *The Tibet Series*, as well as others, established a unique place in the history of modern Chinese art. He was most acclaimed for his special integration of fields including visual research, fashion design and movies.

Younger brother Chen Yiming is an accomplished painter and expert at fusing traditional Eastern expressive force with classical Western techniques.

May 15 – June 16
Bund 111 Art Center, Shanghai



A poster for "Exhibition of Works by Brothers Chen Yifei and Chen Yiming."



Joint Exhibition of Works by Female Chinese Lacquer Artists

Themed "female lacquer art," this show features more than 40 works including paintings and installations by 11 female lacquer artists from different parts of the country and different times.

The exhibition focuses on development trends of modern lacquer art, in the hope of presenting a good cross-section of outstanding works from the last few years.

April 28 – June 28
Qiao Shiguang Art Gallery, Guangzhou

A poster for "Joint Exhibition of Works by Female Chinese Lacquer Artists."

Rising from Soft Stone: Individual Exhibition of Yang Ming

On display in three halls are six sculptures and six photographic works produced by artist Yang Ming since the summer of 2016. Forgoing traditional materials for sculpturing like clay, stone and bronze, Yang chose acrylic polyurethane to construct his sculptures, bringing fresh air into the space.

Born in 1962 in Fujian Province, Yang Ming graduated from the Sculpture Department of the Central Academy of Fine Arts. Over the past few years, his works have been showcased both at home and abroad. In 2015, he presented a solo exhibition in Weimar, Germany.

May 6 – July 6
Renke Art Gallery, Hangzhou



A poster for "Rising from Soft Stone: Individual Exhibition of Yang Ming."



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Date: June 16th-18th, 2017

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