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# Implications of One Belt One Road Cooperation in Increasing Hegemony from an International Perspective

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This paper is entitled "The Implications of One Belt One Road Cooperation in Increasing Hegemony from an International Perspective". The problems are as follows: "What are the implications of One Belt One Road cooperation in terms of increasing hegemony from an international perspective?". This paper aims to find out the implications of One Belt One Road in terms of increasing hegemony from an international perspective. The conclusion obtained is that One Belt One Road has linear implications with the meaning of hegemony of a country, namely China/China, that One Belt One Road has implications in terms of hegemony in certain regions such as Southeast Asia, South Asia, the Middle East and even Europe, that One Belt One Road has implications in terms of hegemony in the economic, political and security fields.

# 1. Introduction

Every country in the world must have its own policies to achieve its goals and build its country. A country's policies can be listed in the Constitution and Constitution which function as the basic guidelines for the state. The policy can cover both domestic and foreign affairs, including China/China.

At the end of 2013, President Xi Jinping announced one of the biggest ambitions in foreign policy and the economy, namely China's Belt and Road Initiative or better known as One Belt, One Road (OBOR). OBOR aims to strengthen China's economic dominance through infrastructure development programs in various regions of its neighboring countries. .

Historically inspired by the ancient Silk Road, OBOR aims to build a series of infrastructure lines that connect China with the rest of the world. The initiative is designed to improve trade and connectivity between China, Europe, South Asia, Southeast Asia, the Middle East, and Africa.

The OBOR initiative is a blend of two concepts introduced by President Xi Jinping to promote economic engagement and investment along two main routes. The first route, the New Silk Road Economic Belt, will cross the mainland of Central Asia westward to Europe. The second route, the 21st Century Maritime Silk Road, will cross south and northwest towards Europe, with planned stops in Southeast Asia, South Asia, and Africa. The Silk Road Economic Belt was inaugurated by Xi Jinping at Nazarbayev University on September 7, 2013, as part of a state visit to Kazakhstan. Meanwhile, the New Maritime Silk Road was announced before the Indonesian Parliament on October 3, 2013, as part of Xi Jinping's state visit to Indonesia.

In other words, the Chinese Government launched a megaproject called OBOR, which is a systematic project through cooperation to promote common development and prosperity by enhancing mutually trusting relations between Asia, Africa, and Europe. . OBOR consists of two main initiatives, namely the Silk Road Economic Belt (SREB) and the 21st Century Maritime Silk Road (MSR). The Silk Road Economic Belt (SREB) is a land route that connects countries through a rail network. SREB focuses on connecting China with Central Asia, Russia, and Europe, connecting China with the Persian Gulf and the Mediterranean Sea through Central Asia and West Asia, and connecting China with Southeast Asia, South Asia, and the Indian Ocean, including through the South China Sea to the South Pacific. Meanwhile, the 21st Century Maritime Silk Road (MSR) is a sea route that connects countries through ports. The MSR connects China's coastal regions with the Southeast Asian Region, the South China Sea, the African Continent, and the Indian Ocean.

In the international context, OBOR is not only a description of the concept of competition, but

also a symbol that China will be more open to the world. This initiative developed Deng Xiaoping's vision of reforming China from a country that was initially closed and developed less optimally, to a country accepted by the international community and undergoing rapid industrial modernization. The OBOR was created by various Chinese institutions and ministries, including the National Development and Reform Commission, the Ministry of Foreign Affairs, and the Ministry of Commerce, and involved all other relevant institutions in formulating the vision and implementation actions of this program, both for the international world and China itself. The OBOR strategy emerged in response to various problems that are detrimental to China.

China has prepared a fund of 40 trillion US dollars to realize this policy. The construction plan of the line is divided into several corridors, namely the China-Russia-Mongolia Economic Corridor, the China-Pakistan Economic Corridor, the China-Eurasia Economic Corridor, the China-Central Asia-West Asia Economic Corridor, the China-Bangladesh-India-Myanmar Economic Corridor, and the China-Indochina Economic Corridor. As a major actor in today's global political economy, China needs to take into account the challenges from the United States which has an interest in maintaining the balance of power, especially in the Asia-Pacific region.

The OBOR policy has various pros and cons. As the originator of OBOR, China considers it one of the largest development projects aimed at advancing the underdeveloped border areas as well as neighboring countries. President Xi Jinping views China as a country with strategic economic resources to maintain regional stability and security. Basically, this reflects the fact that each country has its own national agenda.

For example, during the administration of President Barack Obama, the United States designated the Asia-Pacific as the main focus of its foreign policy. This is done to prevent Japan and South Korea from forming an economic and financial alliance with China, which could threaten US interests in the region. In addition, rapid economic growth in the Asia-Pacific is also a concern, and the U.S. needs to keep the benefits of this growth from being usurped by Chinese dominance.

## 2. Method

Research is a staple in the development of science and technology. This is because, because the research aims to reveal the truth systematically, methodologically and consistently.

Through the research process, analysis and construction of the data that has been collected and processed are carried out. In this study, it is a type of normative legal research.

### 3. Result and Discussion

The mechanism of intergovernmental cooperation at the global level has not been fully able to integrate economic growth and trade with political and security considerations optimally. To address the divide between economic and trade interests on the one hand, as well as political and security considerations on the other, the Chinese government initiated a new form of multilateral cooperation known as One Belt One Road. In principle, One Belt One Road can be considered a foreign policy that aims to integrate these aspects.

There are two aspects related to foreign policy in the study of world politics. First, it is related to the global political agenda and changing interests in foreign policy. Second, it is related to academic dialogue between foreign policy literature and international relations. According to Lloyd Jensen, foreign policy encompasses the patterns of behavior and habits adopted by a country to interact with the international community. Foreign policy is also defined as the strategy or approach chosen by governments to achieve their goals in relation to external entities. Each country seeks to set priorities and design policies that support the achievement of their national goals and objectives.

As mentioned above, in 2013, just after being inaugurated as President of China, Xi Jinping in his first foreign visit announced two initiatives in two different speeches, first in Kazakhstan and then in Indonesia, known as the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road". These two initiatives are then known as One Belt One Road or Belt and Road. The term "Belt" refers to a series of roads, pipelines, railways, and other infrastructure that cross Central Asia, South Asia, and the Middle East to Europe. Meanwhile, "Road" refers to a series of ports and maritime trade routes that cross the South China Sea, the Indian Ocean, to the Middle East, the east coast of Africa, and so on to Europe. Indonesia is one of the countries that is passed by the "Road" sea route. OBOR is a continuation of Deng Xiaoping's Theory, a series of economic reforms that began in the late 1970s that resulted in Shenzhen's first special economic zone. This idea was passed on through the "going out" strategy developed by Zhang Jemin in 2002. OBOR can be considered the pinnacle of this "going out" strategy, given China's efforts to establish itself as a global economic power.

The OBOR strategy initiated by China is considered a 21st century mega project by many

parties. China allocated about \$200 billion in investment between 2013 and 2015, with the potential for improvement in the following years. The initiative involves nearly 60 countries from three major regions, namely Asia, Europe, and Africa, which are expected to connect about 4 billion people or about 60% of the global population. Given the scale of the project and the magnitude of the investment, China has also established a corridor system to regulate, monitor, improve efficiency, and manage the areas involved in the OBOR. The corridors that China has built include:

1. New Eurasian Land Bridge
2. China-Mongolia-Russia Corridor
3. China-Central Asia-West Asia Corridor
4. China-Indochina Corridor
5. Karidor Tionkok-Pakistan
6. Karidor Tionkok-Bangladesh-India-Myanmar

China's new Silk Road policy, also known as One Belt One Road (OBOR), was initiated in 2013 by President Xi Jinping and Premier Li Keqiang. The OBOR policy consists of two main parts: the "Silk Road Economic Belt" and the "21st Century Maritime Silk Road". The project is one of the key components of the economic reforms initiated by President Xi Jinping and is expected to be an important part of his future government's legacy. President Xi Jinping's new idea of the New Silk Road aims to strengthen ties and boost trade between Europe and China, which has grown by 168 percent in the past ten years. Other goals include strengthening policy coordination, enhancing economic and monetary cooperation, removing trade barriers, and improving transport connectivity from the Pacific to the Baltic Sea, Central Asia to the Indian Ocean, and finally to West and South Asia. Chinese media estimate that the future OBOR will involve two-thirds of the global population and will contribute one-third of the global Gross Domestic Product (GDP).

The New Silk Road plan provides an opportunity for China to increase its influence in regions previously controlled by Russia. Central Asian countries such as Kazakhstan, Kyrgyzstan, and Tajikistan, along with Russia, have joined the Shanghai Cooperation Organization. The "China's Dream" vision initiated by Xi Jinping, with a focus on the "great rejuvenation of the Chinese nation", aims to develop the economy in Xinjiang as China's gateway to Central Asia. New cooperation with Central Asian countries to design new land routes is expected to allow China to outshine Russia's influence, especially in the context of deteriorating bilateral relations. Furthermore, China is planning a route to the west that includes Iran, Iraq, Syria, Turkey, Bulgaria, Romania, the Czech Republic, Germany, the Netherlands, and Italy.

The land route is an effort to reduce US dominance in trade and avoid the influence of the US Navy controlling the global ocean. The land route initiative will be focused on the development of the railway network. Currently, there are only three rail lines connecting China and Europe: one ends in Germany, another in Poland, and the third is the Madrid-Yiwu experimental line. Plans for a fourth line, a high-speed rail project connecting Beijing and Moscow, have already been announced. In addition to land efforts, One Belt One Road (OBOR) also includes a series of maritime routes that have been implemented. The Maritime Silk Road is expected to give China access to the Black Sea and the Mediterranean, an important point for energy transportation. In Africa, infrastructure investment has already begun with the construction of ports and sea nodes that will be integrated with rail networks to reach landlocked African countries.

With these visions, China became a significant political power. Therefore, any policy adopted by China is believed to have a far-reaching impact, both regionally and globally. Regionally, China is expected to be active in various activities that affect East Asia, especially the Southeast Asian region.

The construction of the One Belt One Road (OBOR) Initiative is planned by China in three main stages. The first phase, which lasted from 2016 to 2021, was a five-year period known as the "13th Five Years Plan". China aims to maximize development domestically, identify challenges and opportunities from OBOR governments and target countries, and monitor the dynamics in the applicable international system.

The second phase, from 2021 to 2049, involves the implementation of the OBOR strategy in the context of continued development and cross-sectoral activities. The third stage in 2049, at the celebration of the 100th anniversary of the People's Republic of China, it is hoped that the OBOR has been fully realized. China has ambitions to assert itself as the strongest global hegemonic power and seek balance or resistance to Western powers. Thus, the OBOR strategy has significant potential to achieve these ambitious Chinese goals.

Basically, China designed the OBOR strategy in response to the Trans-Pacific Partnership/TPP promoted by the US. The Trans-Pacific Partnership (TPP) involves cooperation between the U.S. and 12 countries with developed majority economies, with the goal of increasing gains in trade, investment, and strengthening alliances in the Asia-Pacific. The U.S. wants the Trans-Pacific Partnership (TPP) as a pivot to Pacific rim strategy to increase its influence and dominance in the Pacific region.

In dealing with the situation, China took a different approach than the US. Through OBOR, China's strategy to challenge US dominance involves countries that are economic competitors or US alliances involved in the TPP, such as Singapore, Malaysia, and Vietnam. These countries are even used as strategic partners in OBOR cooperation. China also cooperates with countries that do not have the majority of developed economies, but face various challenges in infrastructure, politics, and economics.

The competition between China and the US creates its own challenges for China. The countries that joined the OBOR exhibited a variety of characteristics, due to the different power potentials of each OBOR partner. Some countries have significant assets such as natural resources or strategic locations, while others may face greater economic and political challenges, as well as national interests that could conflict between them. These differences, both in economic development, human welfare, domestic and regional political stability, affect the dynamics of cooperation in OBOR, especially in its intensity and proximity.

## 4. Conclusion

The conclusion obtained is that One Belt One Road has linear implications with the meaning of hegemony of a country, namely China/China, that One Belt One Road has implications in terms of hegemony in certain regions such as Southeast Asia, South Asia, the Middle East and even Europe, that One Belt One Road has implications in terms of hegemony in the economic, political and security fields.

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