Progress Report on the Belt and Road Initiative in Support of the United Nations 2030 Agenda for Sustainable Development

PARTNERING FOR A BRIGHTER SHARED FUTURE

United Nations | Department of Economic and Social Affairs

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1

Introduction

United Nations Sustainable Development Summit

In 2015, a time when Governments were responding to the common challenges facing the international community—from hunger and poverty to climate change and instability—world leaders came together at United Nations Headquarters and adopted the 2030 Agenda for Sustainable Development. The 2030 Agenda reflects the determination of United Nations Member States to ensure that all human beings have the opportunity to enjoy prosperous and fulfilling lives. By sending an urgent call to all countries—both developed and developing—for action through global partnership, leaders announced initiatives and commitments to achieve the 17 Sustainable Development Goals (SDGs) that are at the heart of the 2030 Agenda.

2030 Agenda for Sustainable Development

Indeed, the 2030 Agenda provides a shared blueprint for peace and prosperity for people and the planet, now and into the future, and unites all United Nations Member States behind a truly forward-looking yet urgent plan to end poverty and hunger, and create shared prosperity on a healthy and peaceful planet.

The 2030 Agenda recognizes that eradicating poverty in all its forms and dimensions, including extreme poverty, is one of the greatest global challenges and an indispensable requirement for sustainable development. Through 17 visionary SDGs and 169 action-oriented targets, Member States are determined to take the urgently needed bold and transformative steps that can shift the world onto a sustainable and resilient path—steps that include protecting the planet from degradation by promoting sustainable consumption and production; sustainably managing natural resources; and taking urgent action on climate change.

Belt and Road Initiative

In 2013, two years before the adoption of the 2030 Agenda, China launched the Belt and Road Initiative (BRI). Since its adoption, the BRI has operated in support of the 2030 Agenda's vision to achieve common development and shared prosperity. Each of the five pillars of the BRI—policy coordination, facilities connectivity, unimpeded trade, financial cooperation and people-to-people bonds—has been intrinsically linked to the 17 SDGs.

The BRI aims to (i) promote the connectivity of countries; (ii) set up all-dimensional, multi-tiered and composite connectivity networks; and (iii) realize diversified, independent, balanced and sustainable development in countries along its pathway. It has evolved over time, calling for open, green, clean and inclusive sustainable development that follows a high-standard, people-centred and sustainable approach.

The BRI also strives for all-around progress that encompasses each of its five pillars, aiming to give new impetus to inclusive and sustained global growth.

Speaking at the Second Belt and Road Forum for International Cooperation in April 2019, the United Nations Secretary-General António Guterres lauded the inextricable linkage of the BRI with the 2030 Agenda, noting that "with the scale of BRI's planned investments, it offers a meaningful opportunity to contribute to the creation of a more equitable, prosperous world for all, and to reversing the negative impact of climate change".[1]

1. Remarks of the United Nations Secretary-General at the opening ceremony of the Belt and Road Forum for International Cooperation, 26 April 2019.

Synergies and complementarities

The experience over the past few years has demonstrated that significant opportunities exist for the BRI to concretely support the implementation of the 2030 Agenda, with practical efforts and progress under the BRI contributing towards the SDGs. As stressed on many occasions by the Secretary-General, both the 2030 Agenda and the BRI have sustainable development as their overarching objective. Both strive to create opportunities, global public goods and cooperation, and aim to deepen connectivity across countries and regions—connectivity in infrastructure, trade, finance, policies and, most important of all, among people. The United Nations is poised to support the alignment of the BRI with the SDGs, to share knowledge, and to make the most of the opportunities provided by the large scale of the BRI for maximum sustainable development dividends.[2]

The Secretary-General further pointed out three dimensions of opportunity available through the BRI-SDG synergy. First, the world will benefit from a BRI that accelerates efforts to achieve the SDGs. United Nations country teams stand ready to support Member States in capacity and governance building, and in achieving a harmonious and sustainable integration of BRI projects in their own economies and societies, in accordance with national development plans and anchored in the 2030 Agenda. Second, the world needs to take advantage of the BRI to help close significant SDG financing gaps—especially in the developing world, which needs approximately $1 trillion* in infrastructure investment. Third, BRI establishes an important space where green principles can be reflected in green action.[3]

Indeed, country experiences have further indicated that the BRI supports the implementation of the 2030 Agenda by helping bridge a number of gaps in achieving the SDGs. For instance, the BRI helps bridge the income gap by creating jobs and generating income for local communities, catalysing progress in SDGs 1, 2, 5 and 8 (see pages 12 and 13 for a presentation of the 17 SDGs);

2. Ibid.

* All dollars are expressed as US dollars, unless otherwise noted.

3. Ibid.

it helps bridge the investment and financing gaps by offering reliable development financing for sustainable infrastructure, accelerating progress in SDGs 9, 11 and 13; it expands trade and enhances access to regional and global markets, advancing SDGs 8, 10 and 17. Further, BRI projects also help address skills and expertise shortages through training, scholarships and cultural exchanges.

As of March 2022, 149 countries have signed intergovernmental cooperation agreements on the BRI. Also, more than 30 international organizations have signed cooperation documents. China's trade value with BRI partner countries increased to $10.4 trillion by September 2021; and its aggregated direct investment in BRI partner countries reached nearly $140 billion during 2013–2020. The 4th China International Import Expo in 2021 saw the participation of 143 countries and regional and international organizations, as well as more than 2,900 enterprises, with purchasing agreements totalling $70.12 billion. The China-Europe Railway Express, connecting China with 180 cities in 23 European countries, had completed more than 15,000 trips in 2021, hitting a new record high. These results indeed boosted trade and investment and promoted further economic and people-to-people exchanges along BRI partner countries, thus helping advance the implementation of the 2030 Agenda through synergies and complementarities.

2

2015: A World in Flux, a Stra

Interlocking challenges

In 2015, the international community stood at a historic crossroads. Humanity had achieved impressive progress: Global violence had been on the decline in an overall trend. Global institutions had been put in place, anchored in a code of agreed universal principles and a rich tapestry of international law. The world had witnessed stunning technological progress, with millions upon millions lifted from poverty, millions more empowered, life expectancies on the rise, colonialism dismantled, new nations born, apartheid conquered, democratic practices having taken deeper root and vibrant economies built in all regions.[4] However, our globalized world was marked by extraordinary progress alongside unacceptable and unsustainable levels of want, fear, discrimination, exploitation, injustice and environmental degradation at all levels.

Amid great plenty for some, we witnessed pervasive poverty, gross inequalities, joblessness, disease and deprivation for billions. Displacement was at its highest level since the Second World War. Armed conflict, crime, terrorism, persecution, corruption, impunity and the erosion of the rule of law were daily realities. The consequences of climate change had only just begun. These failings and shortcomings have done as much to define the modern era as has our progress in science, technology and the mobilization of global social movements.[5]

The 2030 Agenda for Sustainable Development is a timely response to these interlocking challenges. It is a universal framework for action to end extreme poverty, fight inequality and injustice, and protect our planet. Every Member State of the United Nations has signed on to this ambitious and transformative agenda, in recognition of the significant, persistent challenges facing the international community.

4. A/69/700, p. 4.
5. Ibid.

tegy in Response

Vision of the 2030 Agenda for Sustainable Development

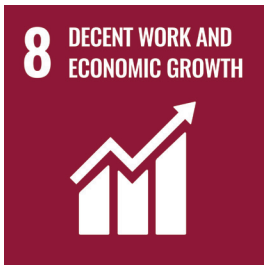
The 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs) set forth a high level of ambition—not only to finish the unfinished business of the Millennium Development Goals (MDGs), but also to pursue a broad, integrated approach to meeting the interlinked and complex challenges of the twenty-first century within a 15-year timeline.

The 2030 Agenda emphasizes the roles not only of governments, but also of citizens, businesses, civil society and others, where everyone is a stakeholder in solving common challenges.

Sustainable Development Goals

End poverty in all its forms everywhere

End hunger, achieve food security and improved nutrition and promote sustainable agriculture



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Reduce inequality within and among countries

Make cities and human settlements inclusive, safe, resilient and sustainable

Ensure sustainable consumption and production patterns

At its heart, the 2030 Agenda calls for a transformative change in the way we approach our lives and livelihoods, on an individual, community and society level. The transformation should lead to progress for all people in a way that is inclusive and just, and that can be sustained over time and across generations. New pathways for sustainable and inclusive progress require innovations in both our institutions and policy measures that are rooted in systems thinking. Consequently, the 2030 Agenda includes the SDGs as an integrated vision interlinked across the economic, social and environmental dimensions of development, with support for finance and technology, through global partnership.

The universality of the 2030 Agenda means that the SDGs apply to all countries and all peoples. In contrast to the MDGs, the 2030 Agenda is not a framework for action primarily for developing countries or countries in special situations; it recognizes that sustainable development is a universal need, and that universality is the only way to confront complex, interconnected and long-term challenges in an ever more globalized world.

The 2030 Agenda's rallying call to leave no one behind is born of a sense of urgency. While the past few decades saw many millions of people lifted out of extreme poverty, hundreds of millions of people remain poverty-stricken. The Agenda ensures that the SDGs will be achieved for everyone, especially the most vulnerable, starting first with those who are "furthest behind".

The 2030 Agenda calls for integration in implementation, by identifying and harnessing synergies while managing trade-offs among Goals and/or targets. Tailored to specific contexts, such an approach can inform policy formulations that accelerate simultaneous progress

Ensure healthy lives and promote well-being for all at all ages

Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Achieve gender equality and empower all women and girls

Ensure availability and sustainable management of water and sanitation for all

Ensure access to affordable, reliable, sustainable and modern energy for all

Take urgent action to combat climate change and its impacts

Conserve and sustainably use the oceans, seas and marine resources for sustainable development

Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

Strengthen the means of implementation and revitalize the global partnership for sustainable development

towards multiple SDGs. The Agenda further states that a range of policy tools will be pursued in concert, encompassing (i) regulatory, fiscal and other policies; (ii) planning and budgeting; and (iii) institutions and monitoring and auditing—each of these anchored in a whole-of-government strategy.

Integration of implementation further necessitates a broad systems approach to development over longer time horizons. The SDGs call for thinking beyond a single development planning cycle and pursuing solutions to today's most pressing problems while also building in strategies to tackle those issues that may be emerging. Urgently addressing immediate human development needs, for instance, can proceed in parallel with actions to mitigate climate change and build resilience to its impacts.

The 2030 Agenda cannot be achieved by following a narrow definition of development actors or even of government. Indeed, achieving the vision of the 2030 Agenda requires the mobilization of all parts of society, drawing on their institutional capacities and resources. This whole-of-society approach calls for unprecedented collaboration and coordination across government agencies, scientific and technological communities, civil society, and business sectors (both private and public).

Progress in the implementation of the 2030 Agenda calls for an enhanced allocation of financing and investment, along with partnerships to mobilize resources—including those with businesses and philanthropies, given the volume of resources required. First and foremost, such progress requires aligning investment in the SDGs at the scale required. This requires an innovative and ambitious partnership that engages private and public resources, including through blended financing.

China's contribution to a sustainable world[6]

China is fully committed to the 2030 Agenda and the SDGs. Based on the successful implementation of the MDGs, China actively participated in the process of the formulation of the 2030 Agenda, committing itself to an integrated paradigm of growth.

At the General Debate of the seventieth session of the United Nations General Assembly, Chinese President Xi Jinping stressed that, as the just concluded United Nations Sustainable Development Summit adopted the Post-2015 Development Agenda, the international community must translate commitments into actions and work together to ensure that everyone is free from want, has access to development and lives with dignity.[7] In its aim to realize the 2030 Agenda and the SDGs, and its desire to work together with the United Nations, China announced its contribution to the United Nations of the equivalent of $200 million over 10 years to further the implementation of innovative, forward-looking and proactive projects and activities that support both peace and sustainable development. In September 2020, during the seventy-fifth session of the United Nations General Assembly, Chinese President Xi Jinping announced that China will extend its contribution beyond 2025 for an additional five years.

6. Based on China's National Plan on Implementation of the 2030 Agenda for Sustainable Development (2016 and, 2017 versions), China's Progress Report on Implementation of the 2030 Agenda for Sustainable Development (2017, 2019 and 2021 versions), and China's VNR Report on Implementation of the 2030 Agenda for Sustainable Development 2021. All documents available at https://www.fmprc.gov.cn/eng/topics_665678/2030kcxfzyc/.

7. Statement by H.E. Xi Jinping at the seventieth session of the General Assembly, 28 September 2015.

I.

MAINTAINING SUSTAINABLE DEVELOPMENT AS A TOP PRIORITY

China is one of the earliest United Nations Member States to lay out a roadmap for achieving the SDGs and is among the first group of countries to submit voluntary national reviews (VNRs) at the High-level Political Forum. Following China's 13th Five-Year Plan (2016–2020), which closely integrated national medium- and long-term development strategies with the 2030 Agenda, the 14th Five-Year Plan (2021–2025) for National Economic and Social Development and Vision 2035 was approved by China's National People's Congress in March 2021, setting China even further on a solid path to achieving the SDGs and continuing to contribute to the global implementation of the 2030 Agenda. The 14th Five-Year Plan and Vision 2035 are essentially compatible with the SDGs, which integrate economic, social and environmental dimensions. During the period when the 14th Five-Year Plan is implemented, China is committed to achieving high-quality development, balanced social progress, and harmony with nature through economic growth, innovation, improvement in people's well-being and ecological conservation.

To guide and advance implementation efforts, China has further formulated its National Plan on Implementation of the 2030 Agenda for Sustainable Development (hereafter referred to as the National Plan). Drawing on the achievements and experience of China's development in previous decades, the National Plan analyses challenges and opportunities in implementing the 2030 Agenda, and lays out general principles and approaches for China's implementation of it, as well as specific plans for the achievement of the 17 SDGs and 169 targets.

II.

EARLY HARVEST ON SDGS, INCLUDING COMPLETE SUCCESS IN ELIMINATION OF EXTREME POVERTY, BUILT UPON CHINA'S PREVIOUS ACHIEVEMENTS WITH THE MILLENNIUM DEVELOPMENT GOALS

By the end of 2020, China had made inspiring progress towards achieving the SDGs, and has achieved "early harvest" on a number of Goals, according to China's 2021 Progress Report on Implementation of the 2030 Agenda for Sustainable Development.

China has eradicated extreme poverty and ensured food security, which has substantially bolstered confidence in global poverty reduction and enriched the international theory and practice of poverty reduction. At the end of 2020, China claimed victory in fighting poverty, lifting 98.99 million rural residents above the current poverty line and meeting the targets of SDG 1 ten years ahead of schedule. For the past four decades, China has lifted more than 700 million people out of poverty, accounting for over 70 per cent of total global poverty reduction.

Moreover, China has implemented initiatives to advance poverty reduction in other developing countries, including 100 poverty reduction programmes, and cooperation programmes for poverty reduction and livelihood improvement in Africa. According to the white paper "Poverty Alleviation: China's Experience and Contribution," issued by China's State Council Information Office in April 2021, during the period 2012–2020, 130 international training courses were organized for officials from over 116 countries and international organizations, focusing on experience-sharing and capacity-building for poverty reduction and development.

III.

ADDRESSING ENVIRONMENTAL PROTECTION AND REVERSING NEGATIVE IMPACTS OF CLIMATE CHANGE

According to the Government of China, the country's carbon dioxide emission per gross domestic product (GDP) unit decreased by 33.8 per cent in 2014, compared with 2005; the proportion of non-fossil fuels in overall primary energy use had reached 11.2 per cent; per-GDP-unit consumption of major resources like oil, coal and water had also been cut dramatically; forest coverage had expanded by 32.78 million hectares, and forest reserves had increased by 2.681 billion cubic metres since 2005.

From 2016 to 2020, China also achieved substantial progress in ecological conservation by actively taking action on climate change and transitioning towards green development. According to data released by China, by the end of 2020, carbon intensity in China had accumulatively dropped by 18.8 per cent. Clean energy now accounts for 23.4 per cent of China's energy mix. In the meantime, by implementing the Paris Agreement, China has actively participated in global climate governance; has scaled up its nationally determined contributions; and aims to peak its carbon dioxide emissions before 2030 and achieve carbon neutrality before 2060, injecting strong impetus into global climate actions.

In the meantime, China has been actively supporting South-South cooperation, focusing on least developed countries (LDCs), landlocked developing countries (LLDCs) and small island developing States (SIDS) in meeting the challenge of climate change. Since 2011, about 1.2 billion renminbi (RMB) has been allocated to South-South cooperation on climate change, through assistance in the form of energy-saving and low-carbon goods, cooperation in building low-carbon demonstration zones, and training on climate change capacity-building. Since September 2015, China has signed 39 cooperation documents on combating climate change with 35 developing countries. These efforts also helped advance the global implementation of the 2030 Agenda, especially in mitigating climate change and promoting green growth.[8]

IV.

SUSTAINING ECONOMIC GROWTH AND ENHANCING DEVELOPMENT RESILIENCE TO CONTRIBUTE TO GLOBAL ECONOMIC RECOVERY

China's steady economic growth helped enhance development resilience, contributing to global economic recovery. In 2020, China's GDP grew by 2.3 per cent, despite the negative impact of the COVID-19 pandemic. According to the Government of China, from 2016 to 2020, China's contribution to global economic growth averaged over 30 per cent annually and over 40 per cent in 2020.

Based on the successful experience in achieving the MDGs and implementing the SDGs, China has stepped up efforts to deepen South-South cooperation and advance international development cooperation, including through promoting the synergy between the Belt and Road Initiative and the 2030 Agenda . These efforts include engaging in regional economic and social development cooperation, in turn contributing to global infrastructure connectivity.

8. See China's VNR Report on Implementation of the 2030 Agenda for Sustainable Development 2021, pp. 32–33.

3

Belt and Road Initiative: one for accelerating implementa Sustainable Development

The Belt and Road Initiative and its contributions to the implementation of the 2030 Agenda for Sustainable Development

The Silk Road Economic Belt and the Twenty-first Century Maritime Silk Road—which together comprise the Belt and Road Initiative (BRI)—is a cooperative development strategy and framework launched by China that focuses on connectivity and cooperation among countries, consisting of two main components, the land-based Silk Road Economic Belt and the ocean-going Maritime Silk Road.[9] Although different from the 2030 Agenda for Sustainable Development in nature and scope, the BRI shares many commonalities with the 2030 Agenda and has great potential to support the achievement of the Sustainable Development Goals (SDGs).

The intrinsic alignment of the BRI with the 2030 Agenda can facilitate policy coordination and practical cooperation among partner countries in advancing global trade and investment, economic and social development, and environmental protection with synergetic actions in the implementation of relevant SDGs. By enhancing connectivity, the BRI could generate new sources of growth, which in turn helps to alleviate poverty and meet a range of social needs, including education, health and employment. The BRI also emphasizes the importance of "promoting high environmental standards, while striking a good balance among economic growth, social progress and environmental protection,"[10] which would contribute to environmental protection and help address climate change. Furthermore, the BRI is open to regional and global cooperation. It covers, but is not limited to, the regions of the ancient Silk Road. Despite this geographical association, the BRI is indeed available to all countries, and has evolved into a global platform for cooperation.

9. Based on Vision and Actions on Jointly Building Silk Road Economic Belt and 21st Century Maritime Silk Road, issued by the National Development and Reform Commission, Ministry of Foreign Affairs, and Ministry of Commerce of the People's Republic of China, with State Council authorization, March 2015.

10. Joint Communiqué of the Leaders' Roundtable of the Belt and Road Forum for International Cooperation, 16 May 2017, Beijing, China.

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BRI implementation further enhanced China's collaboration with regional countries in sustaining economic growth, thus promoting a shared vision for the SDGs.

BOX 3.1

The Belt and Road Initiative in support of the Sustainable Development Goals

A report from the World Bank estimates that the comprehensive implementation of the Belt and Road Initiative (BRI) can help lift 7.6 million people out of extreme poverty (those earning less than $1.90 a day) (SDG 1) and 32.0 million people out of moderate poverty (those earning less than $3.20 a day), and increase the trade volume of global and Belt and Road economies by up to 6.2 per cent and 9.7 per cent, respectively, increasing global income by up to 2.9 per cent (SDGs 8, 9 and 17).

The award-winning Karot Hydropower project in Pakistan[a] is a BRI project that has showcased a model of cooperation between private sector investment and multilateral development banks in financing for the accelerated implementation of the Sustainable Development Goals. It is also a good example of a high-quality BRI project which meets both the host country's development needs and the financing strategy of the World Bank Group.

With an expected annual energy output of about 3.2 billion kilowatt hours, the Karot Hydropower Project aims to meet the energy needs of 5 million people at a lower levelized cost compared to thermal alternatives, such as fuel-oil-based generation, and will cut annual carbon dioxide emission by about 3.5 million tons. The project

SOURCE:

World Bank (2019), *Belt and Road Economics: Opportunities and Risks of Transport Corridors*.

[a] For information on Karot Hydropower project, see https://ppi.worldbank.org/en/snapshots/project/karot-hydropower-plant-9030 https://cpec.gov.pk/project-details/16

is expected to provide a sustainable and stable energy supply and alleviate the power shortages. The project has provided nearly 5,000 job opportunities to local people during the construction period. It will further benefit the country's economy by paying $23 million in taxes.

The total project cost is estimated at $2 billion, jointly funded by the International Finance Corporation (IFC) of the World Bank Group and a consortium of China's financial institutional lenders.

With the extensive experience of IFC in financing power projects in Pakistan, including knowledge-sharing and financial assistance, the project fully complies with IFC performance standards. IFC reviewed and commented on all environmental and social studies prepared for the project, and ensured necessary mitigation measures. The project was recognized by IJGlobal, a world-renowned journal on infrastructure and project finance, as the Hydro Deal of the Year (2017) for its best-in-class transaction.

BOX 3.2

Digital Silk Road

Given the importance of the digital economy for the future, and the need to harness the opportunities brought by the digital era, the Belt and Road Digital Economy International Cooperation Initiative was launched in 2017 by a group of countries from various regions. Currently, 17 countries have signed memorandums of understanding on building a digital silk road.

The Thematic Forum on Digital Silk Road during the Second Belt and Road Forum for International Cooperation in April 2019[a] saw the signing of cooperation agreements on digital projects by 15 enterprises from 8 partner countries, and the issuance of a report titled "Digital Tech Lighting the Silk Road". The report highlighted the willingness of BRI countries to collaborate in bridging the digital divide, developing capacity in managing social and economic impacts of digital technologies, and enabling an inclusive digital economy and society for all.

China and 22 BRI partner countries have jointly built up the Silk Road e-commerce platform. In 2019, the total amount of cross-border e-commerce imports and exports between China and the participating countries of the platform increased by 87.9 per cent year-on-year. In 2020, further consensus on promoting the digital silk road was reached at the High-level Video Conference on Belt and Road International Cooperation, where the participants agreed to strengthen cooperation in digital economy, and to nurture growth opportunities in areas such as e-commerce, smart cities, and big data application to boost economies.

Meanwhile, China and the Association of Southeast Nations (ASEAN) countries are also jointly advancing the development of the China-ASEAN Information Harbor.

Digital technology in pandemic response and economic recovery proved critical during the COVID-19 outbreak. In this regard, BRI countries have highlighted priority areas such as ensuring inclusive development in the digital sector, helping countries improve digital infrastructure for people in poverty, promoting industrial digitization, and nurturing digital skills for youth.

SOURCE:

The Belt and Road Digital Economy International Cooperation Initiative.

[a] Belt and Road thematic-forum on Digital Silk Road held on 25 April 2019 in Beijing.

BOX 3.3

Multilateral sectoral cooperation platforms under the framework of the Belt and Road Initiative

To facilitate practical cooperation in thematic workstreams, a number of multilateral sectoral cooperation platforms have been launched under the framework of the Belt and Road Initiative (BRI) with joint efforts of various partners, covering areas of railways, ports, energy, finance, tax, environmental protection, media, academia, and more.

Some of the platforms are based on cooperation documents, such as the Guiding Principles on Financing the Development of the Belt and Road, the Beijing Initiative for the Clean Silk Road, and the Digital Silk Road Initiative, while others have witnessed the establishment of cooperation mechanisms featuring an agreed mission and regular meetings (e.g., the Belt and Road Initiative Tax Administration Cooperation Mechanism, the Belt and Road Initiative International Green Development Coalition, and the Joint Working Group on China-Europe Railway Express). These platforms have played an important role in enhancing the multilateral dimension of the BRI, and pushing forward the practical cooperation in sectoral areas.

SOURCE:

High-Quality Belt and Road Cooperation: Partnership on Connectivity - Report on the Findings and Recommendations from the Meetings of the Advisory Council of the Belt and Road Forum for International Cooperation in 2019 and 2020.

In addition, the BRI has benefited from the constructive role of international forums and exhibitions at regional and subregional levels hosted by BRI partner countries, as well as such platforms as the Boao Forum for Asia, China-ASEAN Expo, China-Eurasia Expo, Euro-Asia Economic Forum, China International Fair for Investment and Trade, China-South Asia Expo, China-Arab States Expo, Western China International Fair, China-Russia Expo, and Qianhai Cooperation Forum.

Reflecting its cultural features, the BRI has also tapped into contributions from local authorities and the general public of BRI partner countries to explore their historical and cultural heritages. There have been jointly held investment, trade and cultural exchange activities, and the Silk Road (Dunhuang) International Culture Expo, Silk Road International Film Festival and Silk Road International Book Fair have also taken place.

The BRI aims to provide a global public good in promoting world economic growth and creating a new platform for international economic cooperation, and it has contributed significantly to global efforts in addressing shared challenges in environment, climate and poverty reduction.

Adhering Belt and Road cooperation to the process of further accelerating implementation of the 2030 Agenda for Sustainable Development

BRI is also a dynamic process that engages partner countries in learning from each other and aligning themselves with the 2030 Agenda through high-quality development.

The Second Belt and Road Forum for International Cooperation (BRF) was held from 25–27 April 2019 in Beijing, with the participation of more than 6000 representatives from 150 countries and 92 international organizations, including 38 heads of State or Government, the Secretary-General of the United Nations and the Managing Director of International Monetary Fund. The 2030 Agenda was put high on the agenda of the forum, including a specific session at the Leaders' Roundtable and the sustainable development outcomes to shore up the idea of high-quality Belt and Road cooperation.

Addressing the Leaders' Roundtable of the second BRF, Chinese President Xi Jinping reiterated the shared resolve to make support for the United Nations 2030 Agenda an integral part of Belt and Road cooperation, and to pursue economic growth, social progress and environmental protection in a balanced way.

The great potential of Belt and Road cooperation to further contribute to the implementation of the 2030 Agenda was also recognized by the United Nations Secretary-General Mr. Antonio Guterres at the second BRF, where he highlighted that the world would benefit from a BRI that accelerates efforts to achieve the SDGs. He also saw the BRI as an important space where green principles can be reflected in green action, and suggested the world needs to make use of the BRI to help close significant financing gaps in achieving the SDGs. As a response, he reiterated that the United Nations is poised to support the alignment of the BRI with the SDGs, to share knowledge, and to make the most of the opportunities of this large-scale initiative for maximum sustainable development dividends.

As elaborated by Chinese President Xi Jinping at the second BRF, as well as stipulated in the Joint Communiqué of the Leaders' Roundtable, high-quality Belt and Road cooperation is underpinned by three pillars:

I.

THE PRINCIPLE OF EXTENSIVE CONSULTATION, JOINT EFFORTS AND SHARED BENEFITS

Belt and Road cooperation endeavours to move on with policy coordination and project cooperation through voluntary participation and consensus building, based on common responsibility and shared outcomes. All countries, no matter big or small, rich or poor, are equal partners. By close cooperation, be it bilateral, trilateral or multilateral, the strengths of each partner could be fully tapped and translated into concrete results that benefit all parties;

BOX 3.4

The Belt and Road Forum Advisory Council

To further pool wisdom and promote international cooperation for future development of the Belt and Road Forum for International Cooperation (BRF), the BRF Advisory Council was established as a non-profit, international policy advisory body, offering expertise and intellectual support to the BRF. It consists of globally eminent persons, including former political leaders, former and incumbent heads of international organizations, business leaders, and distinguished scholars. The BRF Advisory Council meets annually since its establishment in 2018. A report on the findings and recommendations from the BRF Advisory Council meeting was released in April 2019, which analysed the synergy between the BRI and the United Nations 2030 Agenda for Sustainable Development, and came to the recommendation that Belt and Road cooperation could serve as an important vehicle for the implementation of the United Nations 2030 Agenda for Sustainable Development. The report was included in the List of Deliverables of the second BRF.

On 17 December 2021, a new report titled "High-quality Belt and Road Cooperation: Partnership on Connectivity" was launched by the BRF Advisory Council. The report depicted an overall picture of the progress of the BRI in recent years, especially against the backdrop of the COVID-19 pandemic. It elaborated on the growing contribution of Belt and Road cooperation to global development through solid academic analysis and detailed data and cases. Several recommendations for the future development of high-quality Belt and Road cooperation were put forward, including further contributing to the implementation of the United Nations 2030 Agenda. It is envisaged by the BRF Advisory Council that, building upon the existing progress, high-quality Belt and Road cooperation will deliver more concrete outcomes, creating more space for world economic development, providing more opportunities for improving people's livelihood, and contributing more to building a brighter shared future for humankind.

SOURCES:

The Second Belt and Road Forum for International Cooperation;

The Ministry of Foreign Affairs of the People's Republic of China.

II.

THE APPROACH OF OPEN, GREEN AND CLEAN COOPERATION

By promoting international economic cooperation and cross-border flows of trade and investment, open, green and clean cooperation embraces the building of an open world economy and the promotion of a rules-based, inclusive and non-discriminatory environment. It welcomes the participation of all interested partners. By embarking on a green silk road and establishing the BRI International Green Development Coalition, such cooperation underlines the importance of promoting green development and addressing the challenges of environmental protection and climate change, while fully considering the development needs of developing countries and mobilizing available and affordable resources for them. Meanwhile, by launching the Beijing Initiative for the Clean Silk Road, partners aim to make Belt and Road cooperation clean and corruption-free;

III.

THE PURSUIT OF HIGH-STANDARD, PEOPLE-CENTRED SUSTAINABLE DEVELOPMENT

The cooperation complies with universally accepted international rules and standards, while respecting national laws and regulations of partner countries and encouraging harmonization among various rules and standards. It follows a people-centred approach that gives priority to poverty alleviation, job creation and improvement of people's livelihood for the countries involved. It not only attaches importance to economic, environmental and social sustainability, but also values fiscal and financial sustainability of projects, which is embodied in efforts to launch the Debt Sustainability Framework for Participating Countries of the Belt and Road Initiative. Building upon its intrinsic links to the 2030 Agenda, the cooperation supports the implementation of the latter.

By promoting infrastructure development and enhancing soft connectivity (e.g., education, digitalization, cross-border regulatory and policy coordination, border management and customs modernization, among others), high-quality Belt and Road cooperation has the potential to enhance connectivity, advance innovation and industrialization, accelerate regional economic integration, and maintain stability and openness of supply chain—all of which will in turn foster industrial clustering, economic development, and improvement of people's livelihoods. Against the backdrop of the pandemic, Belt and Road cooperation has also contributed to global joint efforts in combating COVID-19.

As highlighted by Chinese President Xi Jinping in his message to the High-level Video Conference on Belt and Road International Cooperation on 18 June 2020, China will work with its partners to develop the BRI into a pathway that leads to (a) cooperation, for meeting challenges through unity; (b) good health, for protecting people's safety and well-being; (c) recovery, for restoring economic and social activity; and (d) growth, for unlocking development potential. It was further elaborated by Chinese President Xi Jinping at the Boao Forum for Asia Annual Conference 2021 that China will continue to work with other parties in high-quality Belt and Road cooperation in order to build a closer partnership for health cooperation, connectivity, green development and openness and inclusiveness.

All of the above coincides with the cooperation areas identified by the 2030 Agenda, and will certainly provide new impetus to further accelerate the implementation of the SDGs.

4

Working Together, Shoulder

Synergies and complementarities between the Belt and Road Initiative and the 2030 Agenda for Sustainable Development

In 2015, the adoption of the 2030 Agenda for Sustainable Development offered a global roadmap for a new era of sustainable development. As a concrete step to infuse activities of the Belt and Road Initiative (BRI) with the vision of the 2030 Agenda, China made a renewed commitment to building a Green Silk Road. At the first Belt and Road Forum for International Cooperation (BRF) in May 2017, Chinese President Xi Jinping proposed that "we should pursue the new vision of green development and a way of life and work that is green, low carbon, circular and sustainable. Efforts should be made to strengthen cooperation in ecological and environmental protection and build a sound ecosystem to realize the goals set by the 2030 Agenda for Sustainable Development".[11]

More concrete measures of this vision were elaborated in the Guidance on Promoting Green Belt and Road and the Belt and Road Ecological and Environmental Cooperation Plan issued in April and May 2017, respectively. According to the Guidance, it aims to (i) build pragmatic and highly efficient cooperation mechanisms; (ii) support and service platforms and industrial and technological cooperation bases for ecological and environmental protection; and (iii) implement a series of policies and measures on ecological and environmental risk prevention in three to five years. It also looks forward to

11. Opening remarks by Chinese President Xi Jinping at the first Belt and Road Forum for International Cooperation, Beijing, 14 May 2017.

to Shoulder

establishing a more developed system to support, service and safeguard ecological and environmental protection in five to ten years. The Plan clarified that the concept of green development will be incorporated into major activities of the five BRI priority areas, including policy coordination, facilities connectivity, unimpeded trade, financial integration and people-to-people bonds.

At the second BRF in April 2019, Chinese President Xi Jinping reiterated that the BRI aims to promote green development, and "we may launch green infrastructure projects, make green investment and provide green financing to protect the Earth which we all call home".[12] This idea was also fully reflected in the Joint Communiqué of the Leaders' Roundtable of the second BRF, which called for efforts to foster green development towards ecological sustainability. Such efforts include encouraging the development of green finance (including the issuance of green bonds) as well as development of green technology; encouraging exchanges of good practices on ecological and environmental policies towards a high level of environmental protection; and enhancing cooperation in areas such as environmental protection, circular economy, clean energy and energy efficiency, sustainable and integrated water resources management, sustainable agriculture, forestry and biological diversity.

12. Keynote speech by Chinese President Xi Jinping at the Second Belt and Road Forum for International Cooperation, Beijing, 26 April 2019.

Table 4.1

Linkage between priorities of the Belt and Road cooperation and SDGs

Content	Impact
POLICY COORDINATION	
» Signing cooperation documents with 149 countries and more than 30 international organizations (as of March 2022) » Enhancing coordination between BRI and various national, regional and international initiatives » Launching the Initiative for Belt and Road Partnership on COVID-19 Vaccines Cooperation and the Initiative for Belt and Road Partnership on Green Development	» Improve synergies among policies and development strategies of different countries and regions. » Create closer BRI partnership
FACILITIES CONNECTIVITY	
» Cooperation on infrastructure connectivity » Projects on roads, railways, ports, energy pipelines, power grids and ICT infrastructure	» Improve the condition of infrastructure and connectivity » Enhance accessibility of market and resources and raised productivity » Catalyse industry chains, value chains and supply chains » Contribute to economic growth and people's well-being
UNIMPEDED TRADE	
» Trade facilitation » Economic and trade cooperation zones » Free trade agreements » Economic corridors » Investment facilitation	» Increase trade volume » Provide new impetus to local value chains, local industries and local economic growth » Create local jobs » Enhance the ease of doing business
FINANCIAL COOPERATION	
» Formulating Guiding Principles on » Financing the Development of the Belt and Road » Setting up special lending schemes for infrastructure development » Setting up Silk Road Fund, China-EU Co-investment Fund, China-Africa Fund for Industrial Cooperation, etc. » Setting up Multilateral Cooperation Center for Development Finance » Setting up Belt and Road Bankers Roundtable Mechanism » Conducting capacity building with IMF	» Bridge the investment gap » Promote economic growth by expanding financing channels for infrastructure and trade
PEOPLE-TO-PEOPLE BONDS	
» Health Silk Road » Clean Silk Road » Green Silk Road » Cultural exchange and tourism » Silk Road scholarship » Media and think tank cooperation » Projects to improve people's well-being	» Improve people's health and well-being » Improve education quality and stimulate innovation » Promote sustainable economic and social development » Enhance mutual understanding of different cultures and civilizations

Relevant SDGs

- SDG 17: Global partnership for sustainable development

- SDG 1: No poverty
- SDG 2: Zero hunger
- SDG 5: Gender equality
- SDG 7: Affordable and clean energy
- SDG 8: Decent work and economic growth
- SDG 9: Industry, innovation and infrastructure
- SDG 10: Reduced inequalities
- SDG 11: Sustainable cities and communities
- SDG 13: Climate Change

- SDG 1: No poverty
- SDG 2: Zero hunger
- SDG 5: Gender equality
- SDG 8: Decent work and economy growth
- SDG 9: Industry, innovation and infrastructure
- SDG 10: Reduced inequalities

- SDG 1: No poverty
- SDG 2: Zero hunger
- SDG 5: Gender equality
- SDG 8: Decent work and economy growth
- SDG 9: Industry, innovation and infrastructure
- SDG 10: Reduced inequalities

- SDG 1: No poverty
- SDG 3: Good health and well-being
- SDG 4: Quality education
- SDG 6: Clean water and sanitation
- SDG 9: Industry, innovation and infrastructure
- SDG 10: Reduced inequalities
- SDG 13: Climate action

The renewed commitment to a green Belt and Road is at the heart of the BRI in its support of the Sustainable Development Goals (SDGs). This commitment unleashes significant opportunities and momentum for synergies and complementarities between the two frameworks, and allows for integrating green growth and environmental protection and other SDG principles into every aspect of BRI projects and activities.

SOURCE:

Advisory Council of the Belt and Road Forum for International Cooperation.

Analysis of potential coherent synergies and complementarities between the BRI and the 2030 Agenda for Sustainable Development

Based on successful country experiences of the BRI in support of the 2030 Agenda across a number of thematic and implementation disciplines—including in policy coordination, infrastructure connectivity, trade facilitation, financial cooperation as well as people-to-people bonds, among others—there is great potential for achieving coherent synergies and complementarities.

First, guided by the shared vision of the 2030 Agenda, BRI partner countries could have a common framework for promoting policy synergies. Recognizing that policy coordination is a major thrust of BRI activities, China is committed to strengthening cooperation mechanisms and platforms for high-level intergovernmental dialogues with BRI partner countries, including through such cooperation mechanisms as China-ASEAN, Shanghai Cooperation Organization, Lancang-Mekong Cooperation, Euro-Asia Economic Forum, Forum on China-Africa Cooperation and China-Arab States Cooperation Forum. Strengthening these mechanisms will enhance regional communication and exchange on ecological and environmental protection.

Such policy dialogues could serve as effective platforms for effectively promoting sustainable partnerships among BRI partner countries (SDG target 17.16) and improving the consistency of regional policy on sustainable development (SDG target 17.14).

To further coordinate the efforts to integrate green development into the Belt and Road cooperation, the Thematic Forum on Green Silk Road was held during the second BRF, and the Belt and Road Initiative International Green Development Coalition (BRIGC) was launched as its major deliverable. The Coalition aims to bring together the environmental expertise of all partners to ensure that the Belt and Road brings long-term green and sustainable development to all concerned countries in support of the 2030 Agenda. As of December 2021, the Coalition involves 152 partners, including 26 environmental ministries of United Nations Member States,[13] as well as certain United Nations agencies such as the United Nations Environment Programme and the United Nations Industrial Development Organization. Additionally,

13. For more information, see the United Nations Environment Programme website, The Belt and Road Initiative International Green Development Coalition.

the BRI Green Development Institute was established under the BRIGC in 2020 as a high-end international think tank in green development, fostering consensus and synergies on environmental governance.

Moreover, the Chinese Ministry of Ecology and Environment has established the Belt and Road Environmental Technology Exchange and Transfer Center, and provided capacity-building training programmes to nearly 3,000 students from developing countries through the Belt and Road South-South Cooperation Initiative on Climate Change.

In September 2020, Chinese President Xi Jinping announced at the United Nations General Assembly that China aims to have CO2 emissions peak before 2030 and achieve carbon neutrality before 2060. As a follow up, China and 28 countries jointly launched the Initiative for Belt and Road Partnership on Green Development at the Asia and Pacific High-level Conference on Belt and Road Cooperation in June 2021, calling for collaborative efforts to achieve green and sustainable recovery, and foster low-carbon, resilient and inclusive post-pandemic growth.

BOX 4.1

Initiative for Belt and Road Partnership on Green Development

The Initiative for Belt and Road Partnership on Green Development was jointly launched by Afghanistan, Bangladesh, Brunei Darussalam, Cambodia, Chile, China, Colombia, Fiji, Indonesia, Kazakhstan, Kyrgyzstan, the Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, the Philippines, Saudi Arabia, Singapore, Solomon Islands, Sri Lanka, Tajikistan, Thailand, Turkmenistan, United Arab Emirates, Uzbekistan, and Viet Nam at the Asia and Pacific High-level Conference on Belt and Road Cooperation on 23 June, 2021. The initiative:

Recalls the 2030 Agenda for Sustainable Development, the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement adopted under the convention, and emphasises that there is but one planet Earth and it is our shared responsibility to work towards ecological and environmental protection, and that all countries need to make concerted efforts to foster green, low-carbon and sustainable development.

Reaffirms that climate change is one of the major challenges of our time, and all countries, particularly developing countries, are vulnerable to its adverse impacts. Climate change can be addressed through climate actions guided by the principle of equity and common but differentiated responsibilities and respective capabilities, in the light of different national circumstances.

Calls for internationally collaborative efforts to achieve green and sustainable recovery, and foster a low-carbon, resilient and inclusive post-pandemic growth.

Takes note of the progress made by relevant Belt and Road cooperation partners, on a voluntary basis, in building a green silk road, including the development of the Belt and Road Initiative International Green Development Coalition

SOURCE:

Ministry of Foreign Affairs of China.

(BRIGC), and the formulation of the Green Investment Principles for Belt and Road (GIP).

Calls upon Belt and Road cooperation partners to focus on the following:

- Continue the efforts towards achieving the Goals set in the 2030 Agenda for Sustainable Development by fostering economic, social, and environmental development in a balanced and integrated manner.
- Support green and low-carbon development, including through the implementation of the Paris Agreement and sharing of best practices.
- Strengthen policy communication and coordination on green development to draw upon each other's experience and good practices, while respecting different national circumstances as well as legal and regulatory frameworks.
- Deepen environmental cooperation to step up ecological and water resources conservation efforts and to achieve harmony between Human and Nature for green and sustainable development.
- Promote environment-friendly and resilient infrastructure through, inter alia, enhancing climate and environmental risk assessment on projects, drawing upon internationally recognized standards and best practices, as well as advocating corporate social responsibilities in protecting the ecological environment.
- Promote development and utilization of clean energy as well as enhanced international cooperation on renewable energy, to ensure affordable and economically sustainable energy in developing countries.
- Encourage national and international financial institutions to provide adequate, predictable and sustainable financing for environment-friendly and low-carbon projects through development of effective financial instruments.
- Strengthen human and institutional capacity in implementing climate change adaptation and mitigation.

Current participants in the Initiative look forward to the participation of more partners.

Second, BRI partner countries could boost infrastructure connectivity and align it with SDGs 8, 9, 11 and 17, among others. BRI projects could see an enhanced emphasis on preventing and managing environmental risks in infrastructure building, among other impacts. Green infrastructure is linked to multiple SDGs and targets, by protecting and sustainably managing freshwater resources and their services (SDG target 15.1), reducing the degradation of natural habitats and halting biodiversity loss (SDG target 15.5) and helping BRI partner countries to upgrade infrastructure with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes (SDG target 9.4).

Over the past years, developing countries participating in BRI have witnessed remarkable upgrades to their infrastructure. For example, the China-Laos Railway was put into operation in December 2021 and smooth progress is underway in the China-Thailand Railway project. As of July 2021, the Nairobi-Mombasa railway in Kenya, a joint mega-project by Kenya and China, has carried more than 5.42 million passengers since its launch in May 2017. In 2021, 221,000 twenty-foot equivalent units (TEUs) have been transported, an increase of 26.6 per cent compared with the highest freight volume in previous records. Further extension of the railway to Uganda, Rwanda, South Sudan, and eventually to the Democratic Republic of the Congo is undergoing a feasibility study.

In Ethiopia, a new terminal jointly built by China and Ethiopia, at its capital airport was inaugurated earlier in January 2019 to accommodate 22 million passengers annually, tripling the airport's previous capacity and marking a major step taken by Ethiopia towards becoming a key aviation hub of the African continent.[14]

The Maritime Silk Road Port International Cooperation Forum, launched in Ningbo, China, in 2015, is dedicated to building a platform that promotes communication and cooperation for port and shipping ecosystems. In 2018, the Ningbo Initiative of Maritime Silk Road Port Cooperation was adopted by the Forum, which committed to focusing more on sustainable development of ports, adopting the concept of green development and sharing experiences and best practices on building green ports, so as to contribute to ecological and environmental protection and to address climate change. More than 30 entities, including relevant government agencies, port authorities, shipping and logistics companies, and industrial associations have joined the initiative.

Other BRI partner countries, including those in Europe, have seen similar growth trends. Greece's Piraeus Port has seen its container handling capacity increase to 7.2 million TEUs as of November 2021. It ranks twenty-sixth among the top 100 ports worldwide on Lloyd's List, a major industry parameter, up from ninety-third. The project has also provided the local community with more than 3,000 direct jobs and even more indirect jobs. By late December 2021, nearly 48,814 China-Europe Railway Express freight trains had been dispatched from 68 Chinese cities to 180 cities in 23 European countries. Meanwhile, German beer, Belgian chocolate, Belarusian milk and Cypriot juice were transported into China through the trains. Norwegian salmon and French oysters were also pouring into China through the Air Silk Road and became a delicacy accessible to more and more Chinese consumers.

BOX 4.2

The Mombasa-Nairobi Railway

The Mombasa-Nairobi Standard Gauge Railway (SGR), which replaces the metre-gauge railway that was constructed more than 100 years ago , has been an important product of the BRI and the Forum on China-Africa Cooperation summit held in late 2015 in Johannesburg, South Africa. The project was also the winner of the Award of Merit (Rail) in 2018 by the Engineering News-Record (ENR), one of the most authoritative academic journals on engineering construction in the world.

As of July 2021, the Mombasa-Nairobi SGR, linking Kenya's port city Mombasa to Nairobi, had safely operated 1,500 days, seeking to boost the safety of passengers and cargo along the 480-kilometre corridor. It has reduced travel time between Nairobi and the country's second largest city by half.

Africa Star Railway Operation Company Limited (AfriStar), the operator of SGR, stated that "SGR's

SOURCES:

The State Council of the People's Republic of China, "Chinese-built modern railway in Kenya marks 1,500 days of safe operation," 10 July 2021;

Kenya National Bureau of Statistics, *Economic Survey 2022*.

14. Andrea Massey, "Chinese funded Ethiopian Airlines mega airport opens for passengers," Simple Flying, 3 February 2019.

transportation indicators and its increasingly important social significance have earned the approval of freight owners and passengers".

The Mombasa-Nairobi SGR has also boosted Kenya's fight against the COVID-19 pandemic by ensuring that the delivery of critical supplies is not interrupted.

Currently, there are six passenger trains operating along the Mombasa-Nairobi route daily while 16 freight trains have been transporting bulk cargo in a seamless and safe manner on a daily basis. According to the Kenya National Bureau of Statistics (KNBS), the SGR freight haulage increased by 22.6 per cent from 4,411 thousand tons in 2020 to 5,407 thousand tons in 2021. As a result, revenue realized from cargo haulage rose by 24.0 per cent from 10.5 billion Kenyan shillings (KSh) in 2020 to KSh 13.0 billion in 2021. The number of passengers ferried on the SGR train more than doubled from 806,000 in 2020 to 1,993,000 in 2021, surpassing pre-COVID-19 levels. Similarly, revenue from passenger traffic more than doubled to KSh 2,201 million in 2021 from KSh 896 million in 2020.

Environmental protection was fully taken into consideration during the construction of the railway. To minimize the impact of the railway on wildlife migration, 14 large channels, 61 bridges and 600 culverts were built. After the operation of the project, all staff have been trained to boost safety of equipment and enforce environmental protection measures along the SGR corridor where a number of pristine wildlife sanctuaries are located.

Third, BRI partner countries could work together to promote the universal, rules-based, open, non-discriminatory, and equitable multilateral trading system under the World Trade Organization. They could work on unimpeded trade by decreasing tariffs to provide wider access to goods and contribute to a more open trading system.

In today's interdependent and interconnected world, goods, ideas and people move across borders with greater ease and speed than ever before. The integrated nature of the SDGs calls for cooperation in areas that relate to complex transboundary challenges, including in trade, investment and sustainable development. Cross-border infrastructure can help reduce vulnerability and bring economic and social benefits to marginalized populations; intraregional trade and economic cooperation agreements related to transport, energy and information and communications technology (ICT) connectivity can also accomplish these aims.

In this context, international trade, when well-regulated under the World Trade Organization, could be an engine for inclusive economic growth and poverty reduction, and is critical in achieving the SDGs. Trade and policies that affect trade flows have a compelling role to play in the implementation of the 2030 Agenda. Moreover, trade is related to several other SDGs—in particular, Goals 1, 2, 3, 8, 10, and Goal 14, which contains specific targets relating to international trade.

The trade volume between China and BRI partner countries in 2021 had increased 23.6 per cent year-on-year to $1.84 trillion, which accounts for 29.7 per cent of China's total foreign trade volume.

According to the United Nations Conference on Trade and Development

(UNCTAD), the BRI is about connectivity, and trade and investment flow can better play their roles when they are connected with better industrial policy and improved productive capacity. The trade pillar of the BRI is enhancing policy dialogue and synergies with infrastructure and industrialization.

Additionally, making unimpeded trade sustainable as part of the BRI can help improve efficiency of production and consumption, facilitate environment-friendly product and service trade, grow the market of environmental services, and enhance green supply chains. These activities could increase sustainable production and consumption in countries along the Belt and Road, ultimately contributing to global resource-use efficiency through sustainable consumption and production (SDG target 8.4).

Fourth, BRI participating countries could improve investment and financing mechanisms to strengthen financial integration and enhance resource flows for sustainable development. Mobilizing sufficient financing is critical in implementing the 2030 Agenda. Despite signs of progress, investments that are critical to achieving the SDGs remain underfunded. Achieving the SDGs by 2030 is estimated to require an investment of $5 trillion to $7 trillion across sectors. However, only $1.4 trillion are invested annually, from both the public and the private sector, in developing countries. The annual investment gap in major SDG sectors in developing countries alone has been estimated at about $2.5 trillion per year.

In this regard, the United Nations Secretary-General released a four-year Strategy on financing the 2030 Agenda for Sustainable Development in September 2018. The strategy focuses on three objectives to transform the financial system from global to local levels in support of the 2030 Agenda by addressing the barriers that constrain channeling finance towards sustainable development, and leveraging opportunities to increase investments in the SDGs at the necessary scale. The three objectives are as follows:

i. Aligning global economic policies and financial systems with the 2030 Agenda;
ii. Enhancing sustainable financing strategies and investments at regional and country levels;
iii. Seizing the potential of financial innovations, new technologies and digitalization to provide equitable access to finance.

Equally important to financial integration is the need to enhance social and environmental impact assessment, strengthen project environmental risk management and make foreign investment greener. Green investment and finance in BRI projects have taken on an increasing profile, as such projects are attracting an increasing variety of financing. Green finance could effectively promote investment in energy infrastructure and clean energy technologies (SDG target 7.a) by mobilizing additional financial resources from multiple sources (SDG target 17.3). For example, the Silk Road Fund has been implementing the concept of green development and green finance by emphasizing green, environment-friendly and sustainable development as part of its investment principles,[15] and promoting the interaction of clean and renewable energy on multiple levels for extensive cooperation in energy and resource use as one of the four

15. See The Silk Road Fund website.

investment priorities.[16] The Industrial and Commercial Bank of China issued the first Belt and Road Bankers Roundtable Mechanism (BRBR) green bond, and jointly released the Belt and Road Green Finance Index with relevant members of the BRBR mechanism—including the European Bank for Reconstruction and Development, the Credit Agricole Corporate and Investment Bank and the Mizuho Bank—to further enhance Belt and Road cooperation on green finance. Furthermore, major financial institutions from China, France, Hong Kong SAR, Pakistan, Singapore, the United Arab Emirates, the United Kingdom and other countries and regions signed on to the Green Investment Principles for Belt and Road Development.[17]

It is also worth noting that China has released the Debt Sustainability Framework for Participating Countries of the BRI and established the Multilateral Cooperation Center for Development Finance. China has set up the Silk Road Fund, initiated the Asian Infrastructure Investment Bank, and encouraged banks and insurance institutions to provide financial support for Belt and Road construction projects. By the end of 2021, the total insured amount of China Export and Credit Insurance Corporation on export and investment to the Belt and Road countries was over $1.1 trillion, covering over 3300 projects, with claims paid amounting to over $3.8 billion.[18] With a focus on promoting the building of a long-standing, stable, sustained and diversified financing system—and one in which risks can be controlled—China's financial institutions have made renewed efforts to provide adequate support for BRI projects, helping to bridge existing financing gaps in the implementation of the 2030 Agenda.

With an initial $40 billion pledged from the Chinese Government, the Silk Road Fund was established in December 2014 to provide investment and financing support for infrastructure development and for industrial and financial cooperation under the framework of the BRI. By October 2020, the Fund had signed 47 projects with a total committed investment of $17.8 billion, covering numerous BRI partner countries and regions.[19] The Silk Road Fund advocates green, environment-friendly and sustainable development and supports green financing and green investment.

BOX 4.3

Increased investment among BRI partner countries

In 2021, China's investment cooperation with Belt and Road Initiative (BRI) countries continued to deepen. According to the Ministry of Commerce of China. China's direct investment in BRI countries in 2021 was 138.45 billion renminbi (RMB), a year-on-year increase of 7.9 per cent, accounting for 14.8 per cent of the total foreign investment of China.

SOURCE:

National Development and Reform Commission of China.

16. China Council for International Cooperation on Environment and Development, *Special Policy Study on Green Belt and Road and 2030 Agenda for Sustainable Development,* May 2019.
17. For more information, see the Green Investment Principles website.
18. China Export & Credit Insurance Corporation, Supporting the Belt and Road Initiative.
19. Seetao, "The Silk Road Fund has invested USD 17.8 billion in the past six years," 26 October 2020.

Meanwhile, BRI partner countries' direct investment in China has exceeded $10 billion for the first time, reaching $11.25 billion. Progressing steadily on the construction of BRI projects, Chinese enterprises have completed a turnover of RMB 578.57 billion in contracted projects in BRI partner countries, accounting for 57.9 per cent of total foreign contracted projects. A series of micro but substantial projects aimed at poverty reduction, improved health and education, and access to sports, among others, have produced fruitful development results.

Fifth, BRI partner countries could strengthen international cooperation and promote people-to-people bonds, in part through promoting knowledge exchange and capacity-building. BRI partner countries could work together with the United Nations system and other regional and international organizations to promote exchange and cooperation in environmental protection policy, knowledge and expertise exchange, studies on legal systems and trade facilitating measures, and cultural dialogues. These activities could help support BRI partner countries in improving technological and technical capabilities; promoting the development, transfer, dissemination and diffusion of environmentally sound technologies to developing countries (SDG target 17.7); and enhancing international support for implementing effective and targeted capacity-building in developing countries through South-South cooperation (SDG target 17.9).

BOX 4.4

Skills training

In January 2020, Ugandan President Yoweri Museveni launched an industrial skills training and production centre at Namanve Industrial Park in the central district of Mukono. The $30 million facility is critical in fast-tracking Uganda's industrialization process. It will not only provide skills to locals but also manufacture mechanical parts using modern technology.

In Zambia, a hydro training school was established, based on the project under construction.

These projects have been implemented with help from China and the Belt and Road Initiative.

SOURCES:

China.org.cn, "Roundup: Ugandan president opens China-funded industrial training, production center," 16 January 2020;

Embassy of the People's Republic of China in the Republic of Zambia, "Ambassador Yang Youming accompanies President Lungu to Visit the Kafue Gorge Lower Hydropower Plant," 10 August 2017.

The BRI is set to play a more effective role in advancing global sustainable development, accelerating economic growth, and strengthening global partnership. In 2021, the number of countries engaged in the BRI was further increased as another seven countries joined the BRI. The country experiences presented below give rise to a mosaic of BRI actions in support of the SDGs.

Country experiences

Indonesia

INDONESIA MOROWALI INDUSTRIAL PARK

Indonesia Morowali Industrial Park (IMIP), initiated in 2013, is a key economic cooperation project of Indonesia and China. It is an important comprehensive industrial park with a total planned area of more than 2,000 hectares. From 2016 to 2018, thanks to three-phase investments, the IMIP has achieved the target of producing 3 million tons of stainless steel per annum, generating more than $5 billion in sales in 2018. In 2019, the IMIP has an annual production capacity of 2 million tons of ferronickel, and an annual production capacity of 3 million tons of stainless-steel smelting and hot rolling. By the end of 2020, the IMIP had built the world's first industrial chain, integrating mining, ferronickel smelting, stainless-steel smelting, hot rolling, de-washing, cold rolling and downstream deep processing, supported by thermal power, coke power, coke, blue carbon and other supporting projects. The IMIP adheres to the principle of "taking from society and giving back to society," underscoring the importance of community development and fulfilling social responsibilities. The enterprises in the IMIP provide free electricity and medical services for nearby villages, and work for free to build vocational schools and mosques, set up free clinics, and donate goods for disaster-stricken areas.

So far, the IMIP has created more than 30,000 direct local jobs.
The enterprise has paid more than $100 million in taxes.

JAKARTA-BANDUNG HIGH-SPEED RAILWAY

Connecting Jakarta with Bandung, Indonesia's fourth largest city, the Jakarta-Bandung High-speed Railway is the first high-speed railway in Indonesia and Southeast Asia. With a total length of 142 km and a designed speed of 350 km/h at maximum, the railway is currently being constructed and will be operated by Kereta Cepat Indonesia China, a joint venture between China and Indonesia. Since the full-scale construction started in June 2018, the project has moved forward steadily, overcoming a number of difficulties such as complex geologic settings and the COVID-19 pandemic. As of January 2022, 79.9 per cent of the construction work has been completed. During his recent visit at the project site, Indonesian President Joko Widodo expected that the railway could start a test run by the end of 2022 and be fully operational by June 2023. The railway, upon its completion, is estimated to reduce the travel time from Jakarta to Bandung from more than 3 hours down to 40 minutes, significantly facilitating people's movement between the two cities. It will also promote the development of infrastructure, commerce, logistics and tourism along the route, which will in turn effectively advance economic development.

Lao People's Democratic Republic

CHINA-LAOS RAILWAY

The China-Laos Railway is a landmark project under the BRI that starts from Kunming of Yunnan Province of China in the north, and stretches southwards to Vientiane, with a total length of 1,035 km.

On 13 November 2015, China and the Lao People's Democratic Republic signed an intergovernmental agreement on railway cooperation, embarking on the implementation of the China-Laos Railway project. Construction fully began in December 2016. The railway was open to traffic in December 2021.

The construction of the railway has created more than 110,000 local jobs, contributing significantly to employment in areas along the railway. During the first two months of its operation, the railway transported more than 1 million passengers and 500,000 tons of goods. With the help of the railway, international freight trains to the Lao People's Democratic Republic have been rolled out in China's Chengdu-Chongqing Economic Circle, Guangdong-Hong Kong-Macao Greater Bay Area and the Yangtze River Delta, shipping nearly 100 categories of goods from 7 provinces—such as Shandong, Guangdong and Sichuan—as well as 12 cities in China to the Lao People's Democratic Republic. A portion of the goods has been further transhipped to other countries including Myanmar, Singapore and Thailand.

Pakistan

KAROT HYDROPOWER PROJECT

The award-winning Karot Hydropower Project in Pakistan is a BRI project that has showcased a model of cooperation between private sector investment and multilateral development banks in financing accelerated implementation of the SDGs. As the first investment project of the Silk Road Fund, it is also a good example of BRI projects that meet both the host country's development needs and the financing strategy of the World Bank Group.

With an expected annual energy output of about 3.2 billion kilowatt hours (KWH), the Karot Hydropower Project aims to meet the energy needs of 5 million people at a lower levelized cost compared to thermal alternatives, such as fuel-oil-based generation, and will cut annual carbon dioxide emission by about 3.5 million tons. The project is expected to provide sustainable and stable energy supply. The project has provided nearly 5,000 job opportunities to local people during the construction period. It will further benefit the country's economy by paying $23 million in taxes.

The total project cost is estimated at $2 billion which is jointly funded by the International Finance Corporation (IFC) of the World Bank Group, China Three Gorges Corporation and China's Silk Road Fund. With the extensive experience of IFC in financing power projects in Pakistan, including knowledge-sharing and financial assistance, the project fully complies with IFC performance standards. In particular, IFC reviewed and commented on all environmental and social studies prepared for the project and ensured necessary mitigation measures. Relevant issues included, among others, assessment and management of environmental and social risks and impacts; labour and working conditions; resource efficiency and pollution prevention; community health, safety and security; land acquisition and involuntary resettlement; biodiversity conservation and sustainable management of living natural resources; and cultural heritage. Moreover, the China Three Gorges Corporation invested about RMB

150 million to customize the special environmental protection plan, applying world-class environmental protection equipment and measures to its wastewater treatment.

The project was recognized by IJGlobal, a world-renowned journal on infrastructure and project finance, as the Hydro Deal of the Year (2017) for its best-in-class transaction.

United Arab Emirates

DUBAI 950MW CONCENTRATED SOLAR POWER PROJECT

The fourth phase of Mohammed bin Rashid Al Maktoum Solar Park in Dubai, jointly built by China and the United Arab Emirates, is a model project of green Belt and Road cooperation and currently the world's largest single-site solar power project. In October 2019, the project was certified by the Climate Bonds Initiative for renewable energy project financing, making it the first renewable energy project in the Gulf Cooperation Council (GCC) region receiving such certification.

The project uses world-leading hybrid solar power technologies to generate 950 megawatts (MWs) of clean energy, which features three 200 MWs parabolic trough concentrated solar power (CSP) plants, one 100 MW CSPs tower plant, and 250 MWs of photovoltaic capacity. This technical solution combines the technological maturity of parabolic trough power plants and the high efficiency of tower power plants, increasing the overall energy storage capacity while reducing the energy storage cost. As a result, the levelized cost of electricity could be as low as $0.073 (approximately RMB 0.5048) per KWH, which is rather competitive economically. Upon completion, the project will be able to operate 24 hours a day and provide renewable energy to 320,000 households.

The project is jointly funded by Dubai Electricity and Water Authority (DEWA), the Silk Road Fund from China, and ACWA Power from Saudi Arabia. As a landmark project of the Belt and Road Initiative in the Middle East, and in the sector of renewable energy, it is expected to reduce 1.6 million tons of CO2 emissions annually, making it an important contributor to Dubai's clean energy strategy and green economy.

Egypt

CHINA-EGYPT SUEZ ECONOMIC AND TRADE COOPERATION ZONE AND THE JUSHI GROUP FIBERGLASS PROJECT

The China-Egypt Suez Economic and Trade Cooperation Zone project kicked off in 2008 with the first phase of construction, encompassing an area of a 1.34 square km. In 2016, the two countries unveiled the second phase of the project, covering an area of 6 square km. By the end of 2020, the Cooperation Zone attracted 96 enterprises and investments of over $1.25 billion. With sales revenues exceeding $2.5 billion, the businesses in the Cooperation Zone have paid taxes of over $176 million and created about 4,000 jobs directly as well as 36,000 employment opportunities in related industries.

The Cooperation Zone also hosts one of China's largest investment projects in Egypt, namely the Jushi Group Fiberglass Project. The project fills the gap in Egypt's fiberglass industry and has made Egypt the fifth-largest fiberglass producer and exporter in the world, as well as the only world-class fiberglass production base in Africa. China Jushi Co., Ltd. invested in the manufacturing facilities of Egypt Jushi Fiberglass Corporation

through three phases. The first production line, which can produce 80,000 tons of fiberglass, was completed in 2014; the second and third lines, with a production capacity of 80,000 and 40,000 tons, respectively, were completed in 2016 and end-2017. As of September 2021, the Jushi Egypt Production Base, which was put into operation in 2018, has achieved an annual production capacity of 200,000 tons, and offered 2,500 local jobs. Moreover, the employee localization rate of the project reached 97 per cent. The company has paid taxes of over 100 million Egyptian pounds.

NEW ADMINISTRATIVE CAPITAL CENTRAL BUSINESS DISTRICT PROJECT

The new administrative capital Central Business District (CBD) project is the largest infrastructure cooperation project between China and Egypt in recent years. The CBD project is built by the China State Construction Engineering Corporation. With a total area of about 505,000 square metres, the project includes 20 new high-rise buildings and some municipal facilities in Egypt's new administrative capital, some 50 km east of Cairo.

During the pandemic, a twofold strategy—fighting COVID-19 while remaining focused on construction—has been put in place. The project enabled security managers to shoulder the daily role of ensuring the sanitary condition of staff accommodations and the observance of anti-coronavirus precautions by all staff, and checking external vehicles that access the project site. All these measures had not only guaranteed the health and safety of 3,000 workers, but also ensured the smooth implementation of the project.

In June 2021, the concrete structure of the 385-metre Iconic Tower was completed. Being both Egypt's and Africa's tallest skyscraper, the building is a centrepiece among the 20 towers of the CBD in the new administrative capital. In March 2022, the topping-out ceremony for part of the Crescent Tower was held in the construction site of the CBD project. By adopting the principles of a smart and sustainable city, and aiming at being the commercial artery of the new capital, the project is believed to be able to help alleviate Greater Cairo's increasing population density and create a new hub for future economic development.

Serbia

HBIS GROUP SERBIA (FORMERLY HEGANG SMEDEREVO STEEL PLANT)

In April 2016, a 46-million-euro bailout was implemented by the Hegang Group and the Smederevo Steel Plant. With the original 5,050 plant employees continuing their jobs, only 9 managers were sent from the Hegang side. In just a few months after the bailout, the production capacity of the steel plant rose from 60,000 to 70,000 tons per month to 129,000 tons monthly, marking a swift and sharp turnaround. The plant has now grown to become the largest export enterprise in Serbia and has provided a strong boost to the economy of the city of Smederevo. Furthermore, the successful operation of the plant has even managed to reverse the population decline and increase the birth rate in Smederevo. In July 2019, an additional investment of $120 million was made to begin a comprehensive renovation project, with a view to improving the energy supply and environmental protection components of the plant.

Peru

PORT OF CHANCAY

The Port of Chancay is a natural deep-water port in Peru that accommodates large container ships. In January 2019, COSCO SHIPPING was introduced into the investment and reconstruction plan of the port. The first phase of the construction plan includes four berths—two of which are multifunctional and two for containers—with a designed annual throughput of 1 million TEUs. The construction was started in June 2021 and is expected to be completed in May 2024. Such projects will help the Port of Chancay to become an important hub port in South America, which is of great significance for Peru in building a logistics distribution centre along the Pacific coast and in accelerating regional economic and social development.

Hungary

THE HUNGARY-SERBIA RAILWAY PROJECT

Scheduled to be operational in 2025, the project is the first major BRI infrastructure project in Europe and the second largest infrastructure project in terms of investment scale. Once completed, it will provide a direct connection between Budapest and Belgrade, reducing the travel time between the two cities from eight hours to about three and a half.

In October 2021, the foundation stone-laying ceremony of the Hungarian section of the project was held despite the COVID-19 pandemic. The railway project is expected to promote the connectivity between Hungary and Serbia as well as their connectivity to other European countries, and provide the two countries with the opportunity to build regional transport and logistics hubs. These hubs can provide a strong boost to the infrastructure development and economic growth along the route, and will in turn enhance the well-being of the local people.

Cooperation in fighting COVID-19

China and BRI partner countries took full advantage of Belt and Road cooperation in fighting against the COVID-19 pandemic. Belt and Road cooperation has facilitated prompt access to medical supplies by keeping transnational and trans-regional transport and logistic passages open. In the early days of the pandemic when access to traditional logistics routes—such as international airlines, roads and ports—was impeded due to pandemic prevention and control measures, the China-Europe Railway Express, which remained operational against the headwind of COVID-19, became vital for countries along its route that needed timely access to medical supplies and daily necessities. In 2020,

a total of 12,406 freight trains were operated, an increase of more than 50 per cent over the same period in the previous year, connecting China to 92 cities in 21 countries in Europe and delivering 9.39 million units of medical supplies.[20] In addition, through the Aviatic Silk Road scheme, nearly 2,000 tons of medical supplies have been shipped from China to countries around the world. China has also established express passenger channels for the cross-border flow of business personnel with countries such as Cambodia, Indonesia, Italy, the Lao People's Democratic Republic, Myanmar, the Philippines, the Republic of Korea, Singapore and Thailand, and set up green passages with countries such as Cambodia, Luxembourg, Mongolia, Lao People's Democratic Republic and Thailand to facilitate cross-border trade in goods.

Belt and Road cooperation has enabled experience-sharing regarding pandemic prevention, control and treatments, as well as medical assistance among partner countries. When China was hit hard by the pandemic, 66 Belt and Road cooperation partner countries donated facial masks, protective garments, ventilators and other medical supplies to China. In return, when the pandemic was under control domestically, China provided medical supplies to 153 countries and 13 international organizations, including 4.2 billion protective garments, 8.4 billion test kits and 372 billion facial masks.[21] China also dispatched 37 medical teams to 34 countries, and organized over 70 online activities for experience-sharing with a number of countries and international organizations. Furthermore, Chinese companies involved in Belt and Road projects constructed temporary hospitals in their host countries and mobilized their manufacturing capacity to provide the medical supplies that were in urgent need.

More importantly, Belt and Road cooperation partner countries worked together to develop vaccines while ensuring their accessibility and affordability. By the end of 2021, more than 2 billion doses of vaccine had been provided by China to more than 120 countries and international organizations,[22] most of which were delivered to Belt and Road cooperation partner countries. As of January 2022, Chinese companies have been working with their counterparts from 20 partner countries in vaccine research, development and production. On 27 December 2021, the United Arab Emirates approved the authorization for emergency use of the second-generation recombinant protein COVID-19 vaccine developed by Sinopharm, which is expected to provide broad-spectrum protection against a number of variants. This type of vaccine will be used for booster shots in the United Arab Emirates.[23]

China had also announced the suspension of debt repayments from 77 developing countries and initiated action on the establishment of a cooperation mechanism for Chinese hospitals to pair up with 30 African hospitals. Chinese enterprises involved in BRI projects have worked closely with the project host countries to implement a twofold strategy of fighting and containing the COVID-19 pandemic, while ensuring the steady progress of all projects.

20. Global Times, "China-Europe freight trains reaching 12,000 in 2020, up 50%," 19 January 2021.
21. Luo Zhaohui, "Leading International Cooperation Against COVID-19 and Promoting High-quality Development of Foreign Aid," China International Development Cooperation Agency, 13 June 2022.
22. Global Times, "State Councilor and Foreign Minister Wang Yi Gives Interview to Xinhua News Agency and China Media Group on International Situation and China's Diplomacy in 2021," 30 December 2021.
23. Wang Xiaoyu, "UAE grants emergency approval to next-gen Sinopharm jab," Chinadaily.com, 28 December 2021.

BOX 4.5

Health silk road and combating COVID-19

Deepening cooperation on public health among Belt and Road Initiative (BRI) partner countries is an integral part of the BRI. Since the first Belt and Road Forum for International Cooperation, 56 cooperation agreements have been signed with the health sectors of BRI partner countries, with international organizations such as the World Health Organization, and with non-governmental organizations such as the Bill & Melinda Gates Foundation. In August 2017, the Belt and Road High-level Meeting for Health Cooperation was held in Beijing, where participants agreed in the Joint Communiqué to work together towards a health silk road.

Practical cooperation with concrete outcomes has been witnessed through the years. A number of ophthalmology teams have been dispatched to countries such as Cambodia, the Lao People's Democratic Republic, Mongolia, Myanmar and Sri Lanka to carry out the Brightness Action programme, helping thousands of local cataract patients restore their sight. Under the China-Pakistan Life Rescue Corridor Project, the first China-Pakistan Fraternity Emergency Care Center was established in Gwadar, Pakistan, in May 2017, to provide disaster relief and humanitarian aid and address the emergent medical needs of local people. As of April 2020, 4 medical teams have been dispatched to the Center, treating more than 5,000 patients. In meeting the challenges of the global outbreak of COVID-19, China and BRI partner countries are working together with the international community to fight against the pandemic. In June 2020, the High-level Video Conference on Belt and Road International Cooperation reached consensus on supporting mutual efforts in combating COVID-19; sharing information, experiences and best practices for the diagnosis and treatment of COVID-19 on a timely basis; establishing bilateral, regional and international mechanisms where necessary; enhancing the availability, accessibility and affordability of vaccines, medicines and medical supplies; and investing in the construction of sound and resilient health infrastructure, including the development of telemedicine.

At the Seventy-third World Health Assembly, Chinese President Xi Jinping announced that COVID-19 vaccine development and deployment in China, when available, will be made a global public good, representing China's contribution to ensuring vaccine accessibility and affordability in developing countries. Chinese State Councilor Wang Yi spoke at the High-level Video Conference on Belt and Road International Cooperation, stating that China is willing to give positive consideration to the needs of Belt and Road partners in the development and application of vaccines. In June 2021, China and 28 countries jointly launched the Initiative for Belt and Road Partnership on COVID-19 Vaccines Cooperation at the Asia and Pacific High-level Conference on Belt and Road Cooperation, calling for stronger cooperation in the donation, export and joint production of vaccines.

SOURCES:

Embassy of the People's Republic of China in Sweden, "The Belt and Road Initiative: Progress, Contributions and Prospects," 6 June 2019;

Advisory Council of the Belt and Road Forum for International Cooperation, "High-Quality Belt and Road Cooperation: Partnership on Connectivity," 2019 and 2020.

BOX 4.6

Initiative for Belt and Road Partnership on COVID-19 Vaccines Cooperation

The Initiative for Belt and Road Partnership on COVID-19 Vaccines Cooperation was jointly launched by Afghanistan, Bangladesh, Brunei Darussalam, Cambodia, Chile, China, Colombia, Fiji, Indonesia, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, the Philippines, Saudi Arabia, Singapore, Solomon Islands, Sri Lanka, Tajikistan, Thailand, Turkmenistan, United Arab Emirates, Uzbekistan and Viet Nam at the Asia and Pacific High-level Conference on Belt and Road Cooperation on 23 June 2021. The Initiative:

Recognizes that solidarity and cooperation are key to fighting against the COVID-19 pandemic, a challenge confronting all countries in the world.

Believes that in combating the pandemic, people and their lives must be put first, and no one can be safe until everyone is safe.

Stresses that vaccines, as an important part of our toolkit for pandemic response, should be equitably distributed as global public good, inter alia, in a way that their availability, accessibility and affordability in developing countries are ensured.

Recalls the relevant resolutions of the United Nations General Assembly and the World Health Assembly as well as the Political Declaration on Equitable Global Access to COVID-19 Vaccines, calling for open, fair and non-discriminatory international cooperation on vaccines.

Commends the efforts made by the United Nations system, in particular the World Health Organization (WHO), as well as by relevant countries in carrying out cooperation on vaccines.

Calls upon Belt and Road cooperation partners to focus on the following:

- Strengthen communication on vaccine regulatory policies to jointly ensure the safety and efficacy of vaccines.
- Encourage vaccine producing countries, which are in a position to do so, to support vaccine companies in providing more vaccines to the COVID-19 Vaccine Global Access (COVAX) facility of the WHO.
- Support the provision of vaccines by governments and companies to developing countries either through donation or export at affordable prices.
- Facilitate joint vaccine research, development and technological exchanges, and encourage transferring relevant technologies to developing countries.
- Promote partnerships between vaccine producers and developing countries for joint vaccine production towards the scaling up of global production.
- Encourage regional and multilateral development banks to provide more concessional financing to developing countries for their vaccine procurement and production, while respecting each country's right to select its preferred vaccines.
- Strengthen Belt and Road cooperation on connectivity to ensure cross-border flows of vaccines.

Current participants in the Initiative look forward to the participation of more partners.

SOURCE:

Ministry of Foreign Affairs of China.

5

Supporting alignment betwe Road Initiative and the Susta United Nations system expe

The United Nations system has been interacting and cooperating with the Belt and Road Initiative (BRI) in support of the 2030 Agenda for Sustainable Development. Likewise, the BRI also attaches great importance to engaging with the United Nations in support of the 2030 Agenda. The Advisory Council of the Belt and Road Forum for International Cooperation (BRF), in its joint report of the Council's 2019 and 2020 meetings, agreed that further alignment between United Nations and the BRI would accelerate the achievement of the SDGs and create more opportunities for cooperation in green development, poverty reduction, technology and innovation, digital economy, anti-corruption, and addressing climate change. With 149 countries joining the BRI, which provides numerous opportunities and entry points for collaboration in the implementation of the 2030 Agenda, the United Nations system has likewise engaged in activities related to the BRI to make the most of the opportunities associated with aligning the BRI and the Sustainable Development Goals (SDGs) at local, national, regional and global levels. As pointed out by United Nations Secretary-General António Guterres, both the 2030 Agenda and the BRI have sustainable development as their overarching objective. Both strive to create opportunities, global public goods and mutual cooperation and aim to deepen connectivity across countries and regions—connectivity in the areas of infrastructure, trade, finance, policy and, most important of all, among people.

een the Belt and ainable Development Goals: riences

Cooperation activities

Since the launch of the BRI, United Nations entities, including funds and programmes and specialized agencies, have been engaging in Belt and Road cooperation to leverage wider support and greater resources for the implementation of the SDGs.

Currently, a number of United Nations entities have undertaken various activities, including research, analysis and capacity-building activities, towards enhanced synergies of BRI projects in support of the 2030 Agenda. The following tables provide an illustration of some of these activities.

Table 5.1

United Nations Development Programme (UNDP)

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	Annual meeting of the Silk Road Think Tank Network	2017 and 2018	Beijing, China	9
Meeting	The 2018 High-level Policy Forum on Global Governance: Belt and Road Finance and Investment Forum	12 April 2018	Guangzhou, China	17
Regional Workshop	Understanding and Assessing the Potential Macroeconomic Impact of the Belt and Road Initiative on Asian Economies	27 February 2019	Beijing, China	8
Publication	Scoping Paper I for 2016 High-level Policy Forum on Global Governance: Identifying development dividends along the Belt and Road Initiative: Complementarities and synergies between the BRI and the SDGs (China Center for International Economic Exchanges and UNDP: Balazs Horvath)	2016		All
Publication	Scoping Paper II for 2016 High-level Policy Forum on Global Governance: Building a shared vision for the Belt and Road Initiative and the Sustainable Development Goals (China Center for International Economic Exchanges and UNDP: Cao Honghui and Gong Ting)	2016		All
Publication	The Belt and Road Initiative: A new means to transformative global governance towards sustainable development (China Center for International Economic Exchanges and UNDP)	2017		16, 17
Publication	The economic development along the Belt and Road 2017 (China Development Bank, UNDP and The School of Economics, Peking University)	2017		8
Publication	Harmonizing investment and financing standards towards sustainable development along the Belt and Road (China Development Bank and UNDP)	2019		17
Publication	Paving the way for low-carbon development globally and along the Belt and Road (China Centre for International Economic Exchanges and UNDP)	2021		13, 17
Project	Promoting Sustainable Investments along the Belt and Road by Strengthening Partner Countries' Capacities and Establishing a Network of Sustainable Investment Promotion (SIP) Facilities with Ethiopia as an early pilot	2019–2022	Ethiopia	3, 7, 8, 9, 12, 13, 17
Project	Addressing COVID-19 and Sustainable Investments along the Belt and Road by Strengthening Partner Countries' Capacities and Establishing a Network of Sustainable Investment Promotion (SIP) Facilities with Serbia as an Early Pilot	2021–2023	Serbia	8, 9, 17

Table 5.2

United Nations Environment Programme

Activity Type	Title	Date	Location	Relevant SDGs
Initiative	Joint Initiative to Establish the International Coalition for Green Development of the Belt and Road	15 May 2017	Beijing, China	13
Partnership	Belt and Road Initiative International Green Development Coalition	Launched on 25 April 2019	Beijing, China	13
Initiative	The Belt and Road Green Lighting Initiative	25 April 2019	Beijing, China	7, 9, 13
Meeting	China-United Nations Environment Consultations	13 September 2017	Beijing, China	13

Table 5.3

United Nations Population Fund

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	Addressing Gender-Biased Sex Selection: Experience Sharing among Countries Along the Belt and Road Initiative	25–26 October 2018	Beijing, China	5
Project	"Belt and Road" Youth Leadership and Participation Project	18 December 2018	Shanghai, China	4

Table 5.4

United Nations Human Settlements Programme (UN-HABITAT)

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	The First International High-level Forum on Sustainable Urban Development	21–22 July 2017	Chengdu, China	11
Meeting	The Second International High-level Forum on Sustainable Urban Development	1–2 August 2018	Chengdu, China	11
Meeting	The Third International High-level Forum on Sustainable Urban Development	15–17 July 2019	Chengdu, China	11
Meeting	International Conference on Canadian, Chinese and African Sustainable Development – ICCCASU III	11–15 July 2019	Chengdu, China	11
Meeting	The Fifth International High-level Forum on Sustainable Urban Development	26–27 Oct 2021	Chengdu, China	11

Case study	International Pilot Cities on Sustainable Development (Phase 1)	August 2018	Chengdu, China; Nanhu District of Jiaxing, China; Langzhong, China; Libo, China; Chibei District of Changbaishan, China	11
Case study	International Pilot Cities on Sustainable Development (Phase 2)	July 2019	Shuangjing Subdistrict, Chaoyang District, Beijing, China; Mingyue Village, Pujiang County, Chengdu, China	11
Case study	International Pilot Cities on Sustainable Development (Phase 3)	2022, in process	Zunyi, China	11
Partnership	The Belt and Road Sustainable City Alliance	Initiated in April 2019, in preparation	Initiated in April 2019, in preparation	11
Publication	The Global Urban Competitiveness Report 2017: Cities Network along the Silk Road	2017		11
Publication	Case Study on Sustainable Development of Cities along the Belt and Road	April 2019		11

Table 5.5

The United Nations Children's Fund (UNICEF)

Activity Type	Title	Date	Location	Relevant SDGs
Declaration	"Accelerating the Sustainable Development Goals for Children through Shared Development" in the Belt and Road Initiative Partner Countries (between the National Development and Reform Commission of China and the United Nations Children's Fund)	25 April 2019	Beijing, China	SDGs related to children/ protection of children's rights

Table 5.6

United Nations Conference on Trade and Development

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	International Conference on Belt and Road Initiative: Sharing of Policy Experiences	28 April 2019	Beijing, China	8, 17
Project	UNCTAD BRI Platform	28 April 2018	Beijing, China	17
Project	South-South integration and the SDGs: enhancing structural transformation in key partner countries of the Belt and Road Initiative.	2018–2022	Indonesia, Sri Lanka and Ethiopia	6, 7, 8, 9, 17
Project	Integrated Policy Strategies and Regional Policy Coordination for Resilient, Green and Transformative Development: Supporting Selected Asian BRI Partner Countries to Achieve the 2030 Sustainable Development Agenda	Started in January 2022	Kazakhstan, Malaysia, Pakistan and Turkey	8, 9, 13, 17

Table 5.7

International Civil Aviation Organization

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	Belt and Road Aviation Law Conference	28–29 April 2018	Wuhan, China	17
Training	Development and Delivery of Civil Aviation Authority Senior and Middle Managers Training Course	01/01/2018-31/10/2019	124 project recipient States	1, 3, 4, 8, 9, 17
Training	Development and Delivery of Civil Aviation Master Planning (CAMP) Training Course	In progress, launched in March 2021	60 project recipient States	4, 8, 9, 11, 17
Capacity-building project	Projects for Enhancement of the Civil Aviation Safety Oversight Systems of the United Republic of Tanzania	In progress, launched in January 2022	United Republic of Tanzania	4, 8, 9, 10, 16, 17
Capacity-building project	Projects for Enhancement of the Civil Aviation Safety Oversight Systems of the Democratic Republic of the Congo	In progress, launched in November 2020	Democratic Republic of the Congo	4, 8, 9, 10, 16, 17

Table 5.8

United Nations Educational, Scientific and Cultural Organization

Activity Type	Title	Date	Location	Relevant SDGs
Partnership	Alliance of International Science Organizations (ANSO)	Launched on 4 November 2018	Beijing, China	4, 9, 10
Event	"It is about life" MAB 50 Exhibition (with ANSO)	Launched in August & October 2021	Beijing and Kunming, China	13, 15
Initiative	Changsha Initiative of the 3rd International Youth Forum on Creativity and Heritage along the Silk Roads	3 April 2019	Changsha, China	4, 9
Partnership	International Youth Forum on Creativity and Heritage along the Silk Roads	Launched in April 2017 (annual event)	Changsha and Nanjing, China	4, 5, 9, 11, 16
Project	The Silk Roads Youth Research Grant	Launched in 2021	Beijing, China	4
Project	The Youth Eyes on the Silk Roads International Photo Contest	Launched on 21 September 2018	Beijing, China	4
Programme	The International Network for the Silk Roads Programme	Launched on May 2015	Xi'an China	4, 9
Project	Interactive Atlas of Cultural Interactions along the Silk Roads	In development since 2017	Beijing, China	4, 11
Project	Thematic Collection of the Cultural Exchange along the Silk Roads: Textile and Clothing Volume, China National Silk Museum	Launched on 8 July, 2022	Hangzhou, China	4, 8, 11
Inscription	The inscription of Quanzhou: Emporium of the World in Song-Yuan China, along the historic Maritime Silk Roads on UNESCO's World Heritage List	Inscribed on 25 July 2021	Fuzhou, China	4, 9

Partnership	The One Belt One Road International Conference on Technical and Vocational Education and Training (TVET)	Launched on 11 May 2018	Shenzhen, China	4, 8, 9
Partnership	The 7th Meeting of the Intergovernmental Coordinating Committee on Serial Transnational World Heritage Nomination of the Silk Roads	Launched on 25 October 2021	Xi'an, China	4, 9
Partnership	UNESCO/People's Republic of China (The Great Wall) Co-Sponsored Fellowships Programme	Launched in 1994	China	4
Events	Workshop on Jointly Promoting the High-quality Belt and Road Cooperation with International Institutions	Organized in January 2022	China	4

Table 5.9

International Telecommunication Union

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	Belt and Road High-level Event on Disability Cooperation	14 September 2017	Beijing, China	17

Table 5.10

United Nations Industrial Development Organization

Activity Type	Title	Date	Location	Relevant SDGs
Initiative	Bridge for Cities Annual Forum for cities along the Belt and Road and beyond	The 4th quarter of each year since 2016	Vienna and virtually	9, 11, 17
Initiative	Bridge for Cities Knowledge Platform	Launched in 2021		9, 11, 17
Initiative	International Coalition for Green Development on the Belt and Road, and Belt and Road Green Cooling Initiative and Green Lighting Initiative	Launched in 2019		7, 9, 13, 17
Initiative	Initiatives carried out by UNIDO Centre for South-South Industrial Cooperation in China (established in July 2008)	Since 2008		9, 17
Event	Co-sponsoring thematic sessions of the Hongqiao International Economic and Trade Forum and co-organizing a series of high-profile side-events at the Annual China International Import Expo (CIIE)	The 4th quarter of each year since 2018	Shanghai, China	All
Publication/ Research Paper	Resilience Framework for Projects along the Belt and Road	September 2019	Vienna	9, 11, 17
Publication/ Research Paper	BRIDGE for Cities Issue Paper No. 1 *Cities at a Crossroads: Unlocking Industries' Potential for Sustainable Urban Development*	October 2016		9, 13, 17
Publication/ Research Paper	BRIDGE for Cities Issue Paper No. 2 *Sustainable City Indexing: Towards the Creation of an Assessment Framework for Inclusive and Sustainable Urban-Industrial Development*	August 2017		9, 11, 13, 17
Publication/ Research Paper	BRIDGE for Cities Issue Paper No. 3 *Sustainable Cities and Investments: Addressing the Bottlenecks to Urban Infrastructure Development*	September 2017		9, 13, 17
Publication/ Research Paper	BRIDGE for Cities Issue Paper No. 4 Soft *Environment for Urban Investments*	2018		9, 13, 17

Publication/ Research Paper	BRIDGE for Cities Issue Paper No. 5 *Rethinking City-to-City Partnerships under the 4th Industrial Revolution*	September 2019		9, 13, 17
Publication/ Research Report	*Leveraging the Potential of a New Generation of Industrial Parks, Zones, and Cities in Azerbaijan, Tajikistan, Turkmenistan and Uzbekistan: Diagnostic Studies*	2018		9, 13, 17
Publication/ Research Report	*Global Value Chains and Industrial Development: Lessons from China, South-East and South Asia* (UNIDO and the University of International Business and Economics of China)	June 2018		9, 17
Project	Fostering inclusive and sustainable industrial development (ISID) in the New Silk Road Economic Belt: Leveraging potentials of industrial parks, zones, and cities in Azerbaijan, Tajikistan, Turkmenistan and Uzbekistan	Launched in May 2016	Azerbaijan, Tajikistan, Turkmenistan and Uzbekistan	9, 13, 17

Table 5.11

World Health Organization

Activity Type	Title	Date	Location	Relevant SDGs
Partnership	Implementation Plan for Health Sector Cooperation under the BRI between China and WHO	Signed in May 2017	Beijing, China	3
Partnership	Letter of Intent for Cooperation between China and WHO in Supporting African Countries to Strengthen Public Health Capacity-Building and Communicable Disease Prevention and Control	Signed in July 2018	Beijing, China	3
Partnership	The Belt and Road Sustainable Cities Alliance	Initiated in May 2019	Beijing, China	11
Meeting	The Belt and Road High Level Meeting for Health Cooperation: Towards a Health Silk Road	18–19 August 2017	Beijing, China	3, 6
Meeting	Promoting universal health coverage and preventing, detecting and responding rapidly to health emergencies	16 July 2018	Beijing, China	3, 6
Publication	Combating infectious disease epidemics through China's Belt and Road Initiative	18 April 2019	China	3, 6
Project	Strengthening the capacity of surveillance and response in selected African countries to control Malaria in different settings by China-Africa networking	2021–2023	Running in Tanzania, Burkina Faso, Senegal and Zambia on community weekly testing and treating with antimalarials (ACT).	3

Table 5.12

World Intellectual Property Organization

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	High-level Roundtable and Study Visit on Branding and Trademark Protection for Countries along the Belt and Road Initiative	29–30 August 2018	Xi'an, China	All
Training	Training Workshop on Intellectual Property for Countries along the Belt and Road	17–18 May 2017	Tianjin, China	All

Table 5.13

World Meteorological Organization

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	WMO-CMA Belt and Road Consultation Meeting	Annually since 2017	China	13
Project	FY-2H satellite was launched to provide observations for Belt and Road territories	6 June 2018	Sichuan, China	13

Table 5.14

United Nations Economic Commission for Africa

Activity Type	Title	Date	Location	Relevant SDGs
Training	African officials in PPPs for energy and infrastructure projects	2018	Beijing, China	7, 9

Table 5.15

United Nations Economic Commission for Europe

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	Informal debate at the 2nd UNECE International PPP Forum	9 May 2017	Hong Kong, China	All
Meeting	Informal discussion on People first Public-Private Partnerships	19 May 2017	Beijing, China	All

Table 5.16

United Nations Economic and Social Commission for Asia and the Pacific

Activity Type	Title	Date	Location	Relevant SDGs
Publication	The Belt and Road Initiative for Seamless Connectivity and Sustainable Development in the Asia-Pacific Region	17 December 2021		7, 9, 17
Workshop	Assessing the potential impact of the Belt and Road Initiative on sustainable development goals in Asian Economies	25–26 September 2019	Bangkok, Thailand	All
Publication	Trade and trade facilitation along the Belt and Road Initiative corridors	27 November 2017		17

Publication	A Study of ICT Connectivity for the Belt and Road Initiative (BRI): Enhancing the Collaboration in China-Central Asia Corridor	28 September 2017		4, 5, 9, 17

Table 5.17

United Nations Department of Economic and Social Affairs

Activity Type	Title	Date	Location	Relevant SDGs
Project	Strengthening National Policy Capacities for Jointly Building the Belt and Road towards the Sustainable Development Goals	2017–2020	New York, USA	All
Meeting	Belt and Road Legal Cooperation Forum	2 July 2018	Beijing, China	All
Meeting	BRI-SDGs Side Event on the Margins of 2019 High-level Political Forum	19 July 2019	New York, USA	All
Project	New Assistance Measures for Graduating Belt and Road Least Developed Countries (LDCs) towards the Achievement of the 2030 Agenda	2018–2022	Bangladeshi, Cambodia, Laos, Myanmar, Nepal and Timor Leste	10, 17

Table 5.18

United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS)

Activity Type	Title	Date	Location	Relevant SDGs
Project	Strengthening the Capacity of Landlocked Developing Countries under the Belt and Road Initiative to Design and Implement Policies that Promote Transport Connectivity for the Achievement of the SDGs	2018-2021	Africa and Asia	9, 11, 17

Table 5.19

United Nations Alliance of Civilizations

Activity Type	Title	Date	Location	Relevant SDGs
Meeting	UNAOC Group of Friends Meeting	19 April 2017	United Nations Headquarters	16
Meeting	The 38th Rimini Meeting	21st August 2017	Rimini, Italy	16
Speech	World Day for Cultural Diversity	9 June 2017	The Princeton Club of New York	1, 16

Project Snapshots

UN-OHRLLS Project: Strengthening the Capacity of Landlocked Developing Countries under the Belt and Road Initiative to design and implement policies that promote transport connectivity for the achievement of the SDGs (2018–2021)

Led by the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS), the project sought to enhance the capacity of landlocked developing countries (LLDCs) and transit countries under the BRI to design and implement policies that promote transport connectivity for the achievement of the SDGs, with specific goals to improve the trade potential and integration into global markets of LLDCs, and to enhance their productive capacity, the structural transformation of their economies, and their overall socioeconomic development.

The project's relevance to the needs of LLDCs is high, given that LLDCs lack direct access to the seaport and depend on transit through their neighbouring countries. Key challenges include inadequate transit infrastructure, in terms of both quantity and quality, and the fact that the flow of LLDC transit transport is affected by poor trade facilitation at, between and beyond borders. There is also an investment infrastructure gap in LLDCs in all regions and a heightened need for these countries to nurture enabling environments that (i) help attract private investments into transport infrastructure development and maintenance; (ii) foster efficient use of available resources; and (iii) scale up trade facilitation.

Therefore, there is huge potential for LLDCs to leverage the knowledge, expertise, technology and financial resources made available under the BRI to build quality transportation infrastructure that is sustainable, resilient and also create the supportive legal framework needed to enhance connectivity. The project has promoted the capacity-building of LLDCs so that they may make the most of the opportunity BRI offers for increasing their connectivity and enhancing South-South cooperation.

In the context of preparing for the midterm review of the Vienna Programme of Action for Landlocked Developing Countries (VPoA) for the Decade 2014–2024, and through close partnership with the United Nations Department of Economic and Social Affairs (UN DESA), United Nations Regional Commissions (Economic Commission for Africa (ECA), Economic Commission for Europe (ECE), Economic Commission for Latin American and the Caribbean (ECLAC), Economic and Social Commission for Asia and the Pacific (ESCAP) and Economic and Social Commission for Western Asia (ESCWA)), the Ministry of Transport of China, the Asian Infrastructure Investment Bank and the African Development Bank, the project applied the following approaches to achieve its objectives:

- Comprehensive assessment of the existing status of LLDC connectivity by undertaking three regional studies that were synthesized into a global report on improving transport connectivity for LLDCs;
- Consultative regional review meetings that are being implemented based on the preparatory process for the Comprehensive Midterm Review of the VPoA which took place in 2019. The project reviewed the progress of connectivity of LLDCs in three regions (Africa, Euro-Asia, and Latin America and the Caribbean), and identified best practices, challenges, as well as capacity needs for improving transport connectivity;
- Training of policymakers from Ministries of Transport in LLDCs and transit countries along the Belt and Road on promoting transport infrastructure connectivity and development of resilient transport infrastructure;
- Additional technical assistance to two selected LLDCs—one in Asia (Mongolia) and one in Africa (Botswana)—on the preparation of bankable or financeable projects to improve transport connectivity.

The project successfully prepared substantive background reports on transport connectivity for three regions: Africa, Euro-Asia, and Latin America and the Caribbean. These reports assessed the status of transport connectivity and raised important issues that needed to be addressed and the areas for capacity-building.

The outcomes of the regional review meetings and the background materials also contributed to the success of the High-level Midterm Review of the VPoA held in December 2019. The 146 countries in attendance—more than expected—endorsed specific recommendations on priorities for transport connectivity. The global report titled “Roadmap for Accelerated Implementation of the VPoA” was prepared and adopted by the LLDCs Ministerial Meeting in 2020, providing an overview of the status and priority needs of LLDCs to improve transport connectivity and build resilient transport infrastructure to support the accelerated progress of the SDGs.

The project prepared three sets of training modules on improving transport connectivity: (i) developing financeable transport infrastructure projects; (ii) improving transport connectivity for LLDCs and building of resilient transport infrastructure to support accelerated progress towards the SDGs, and (iii) developing successful public-private partnerships (PPPs) for increased transport connectivity.

The series of training workshops featured case studies, experiences and learning materials, and have brought together relevant officials from LLDCs and transit (i.e.,

neighbouring) countries to learn how to prepare viable transport infrastructure projects that are sustainable and resilient, attract private investment in infrastructure, efficiently use resources for infrastructure development and maintenance, and establish PPPs and legal and regulatory frameworks for transit countries. The trained officers in Botswana are using the skills learned to prepare feasible projects for the Gaborone-Boatle Road and the Mohembo Bridge, which connects Botswana's Okavango Delta to Namibia. The enthusiastic participation in the training events suggests a large demand for capacity-building in this area.

Meanwhile, Botswana and Mongolia continued to work with UN-OHRLLS to develop viable infrastructure projects in identified priority areas. At the request of the Government of Botswana, the project provided virtual capacity-building training on developing PPPs for increased transport connectivity. The training was successfully held virtually in October 2021, with 21 government officials from Botswana participating.

For Mongolia, UN-OHRLLS worked closely with ESCAP and produced a joint research paper on promoting transport connectivity along the China-Mongolia-Russian Federation economic corridor. The paper comprehensively assessed the current status of the transport-related development of the corridor, identified priority areas of development, and proposed recommendations for consideration by the corridor countries. UN-OHRLLS and ESCAP also jointly organized a virtual capacity-building workshop on strengthening connectivity along the corridor in October 2021. With the support of ESCAP, China, Mongolia and the Russian Federation signed the Intergovernmental Agreement on International Road Transport along the Asian Highway Network, under which active transportation between countries have been started. In February 2016, the Mongolian Government ratified the Intergovernmental Agreement on Dry Port to develop dry ports in Mongolia. In May 2017, the Intergovernmental Memorandum of Understanding on Aligning the Steppe Road programme of Mongolia and the Belt and Road Initiative of China was signed, followed by a two-year implementation plan aimed at improving connectivity in infrastructure, trade, finance, policy and industry, and among people, providing new opportunities for overcoming development challenges related to the condition of being landlocked. Currently, the Mongolian Government, with technical assistance from ESCAP, is conducting an assessment research study titled "Sustainable Connectivity in East and North-East Asia: Research study Development of Dry Port in Mongolia".

In short, the UN-OHRLLS project has successfully enhanced awareness and capacity of government officials from LLDCs and transit countries on how to further improve transport connectivity in their countries in a sustainable manner that encompasses both hard and soft infrastructure. They were also trained on how to ensure regular collection of reliable data to support the implementation and monitoring of relevant transportation policies. Moreover, policymakers were made aware of existing solutions to mitigate the impact of COVID-19 on transport connectivity.

UNCTAD Project in Indonesia, Sri Lanka, and Ethiopia: South-South integration and the SDGs: Enhancing Structural Transformation in Key Partner Countries of the Belt and Road Initiative (2018–2022)

Fulfilling the 2030 Agenda and meeting the SDGs over the long term is inextricably linked with the process of structural transformation. However, having adopted a "hands-off" approach to economic reform in recent decades, many developing-country Governments are lacking the institutional capabilities to effectively design, manage, coordinate, implement, and evaluate the strategic economic interventions and policy measures needed to effectively promote structural transformation and achieve the SDGs. Within the context of the BRI and the development potential it entails, the United Nations Conference on Trade and Development (UNCTAD) initiated the project in November 2018, aiming to build capacity in BRI partner countries in policy areas of investment, trade, finance/debt, and technology. The key beneficiary pilot countries are Ethiopia, Indonesia and Sri Lanka.

The project took an innovative South-South approach to capacity-building by distilling experiences from countries that have had first-hand experience in the transformation process, including China. Focusing on the key economic policy areas of investment, trade, finance/debt and technology, it sought to indirectly learn from China's development experience and directly draw from China's existing institutional capabilities. For example, to address the limitations in government capacity that constrain the potential transformative impact of the BRI, the project gave countries a deeper understanding of China's past and current policy reform experiences—experiences that allowed China to achieve the predecessor of the SDGs: the MDGs. Through the exchange of knowledge, skills, processes and tools, partner Governments were able to better appreciate the underlying experiences from China's reform, allowing for the selective adaptation of these experiences to reflect their own national development objectives more accurately.

Under the project, UNCTAD worked with pilot countries to produce policy scoping papers that analyse institutional mechanisms in four key policy areas of structural transformation—industrial diversification and upgrading; financial mobilization; digital transformation; and debt sustainability—while considering gender perspectives in their analyses and policy recommendations. The report on mainstreaming gender in national policies for Ethiopia, Indonesia and Sri Lanka addressed issues regarding ensuring a higher share of women in high-paying industrial jobs; why structural transformation in developing countries needs female participation; and how developing countries can ensure that female workers have the same opportunities as male workers.

These policy scoping papers drew from China's experiences in engaging with the international trading system and global production chains, which blended export promotion and import replacement, and detailed China's policies related to promoting next-generation technologies and the digital economy. The evolution of the banking sector and the role of national development banks in China were also analysed. The project has launched a BRI Platform to share these policy experiences more widely, including with other developing countries.

During 2019 to 2021, national-level consultations were held in each pilot country to share experiences in the two policy areas and explore the potential of adapting policy recommendations from the scoping papers to pilot-country conditions and objectives. Country-specific reports were then produced, offering ideas on how policy experiences may be adapted to address barriers to structural transformation (considering national debt levels and economic projections, trade, technology and digital industry policies, for example). A second round of national-level consultations was then held to discuss the recommendations with appropriate government agencies, industry associations, academic institutes and international organizations. The second consultation proved particularly fruitful as national stakeholders debated the relevance and implementation of recommendations.

For Ethiopia, Indonesia and Sri Lanka, a total of five policy strategy reports for each country were produced in the areas of industrial policy, macrofinance, global value chains and trade, digital economy and debt management, then uploaded to the UNCTAD BRI platform. The project has further undertaken policy papers to share experiences from the pandemic responses of some project countries, including China and Ethiopia, and some non-project countries such as Malaysia and South Africa.

Taken together, the project has substantially improved understanding in Ethiopia, Indonesia and Sri Lanka of China's policy experiences in structural transformation. It also enabled the adaptation of these experiences according to domestic conditions and objectives in pilot countries. All of these results have strengthened ongoing relationships between pilot-country Governments and China, as well as informing legislation in Indonesia and Sri Lanka. Moreover, the final compilation of analysis and experiences from the structural transformation in China and Indonesia has proven a valued resource beyond pilot countries, with additional countries engaging UNCTAD in adapting the resulting recommendations that drive structural transformation and underpin the broad achievement of the SDGs.

UNDP Project in Ethiopia: Promoting Sustainable Investments along the Belt and Road by Strengthening Partner Countries' Capacities and Establishing a Network of Sustainable Investment Promotion (SIP) Facilities (2019–2022)

Starting in January 2019, partnering with the Ethiopian Investment Commission (EIC), the UNDP country office in Ethiopia implemented the Promoting Sustainable Investments project. Its overarching objective is improving the country's overall investment climate in order to attract and sustain foreign investments that respond to Ethiopia's national development priorities and local needs. To this end, the project seeks to strengthen Ethiopia's institutional frameworks and build capacity towards the leveraging of sustainable investments.

Through platform building, policy engagement and dialogues, as well as investment promotion events, the project facilitates the Government of Ethiopia, the private sector, chamber of commerce, development agencies and think tanks to jointly discuss, identify and tackle sustainable investment bottlenecks and fully incorporate environmental, social and governance (ESG) factors in policymaking and business operations. It also ensures the investments in Ethiopia will complement the country's existing programmes and keep local stakeholders fully engaged. UNDP interventions have been supporting Ethiopia in engaging in sustainable investment and providing tailor-made solutions in alignment with the SDGs.

Through the project activities, the provision of a framework of cooperation—namely an effective Sustainable Investment Promotion (SIP) facility—to leverage sustainable investment opportunities in Ethiopia has been enabled. It is envisioned that the SIP facility will improve the overall investment cooperation and conditions, setting them on a sustainable path, and align investment promotion approaches that reflect and respond to local development priorities of Ethiopia in advancing the SDGs. The project has also substantially promoted knowledge-sharing on environmental and social aspects of investment policy formulation.

An SIP Investment Forum was held in July 2019 in Addis Ababa, and a business event in Beijing in November 2019, where the private sector and government officials discussed the potential for sustainable investment in Ethiopia's pharmaceutical, agroprocessing, leather, textile, information and communications technology, tourism, and mining sectors.

To promote timely information dissemination and attract viable sustainable investments to Ethiopia—especially investments that will address the challenges brought by the COVID-19 pandemic—an SIP Information Platform was established in July 2020 to enhance outreach and impact on sustainable investment promotion. The Platform is based on the existing UNDP network, as well as information and data access provided by external partners integrated with the existing EIC information dissemination network/web platform.

Moreover, based on the results of the series of dialogues, diagnostic studies were conducted that focused on two thematic areas: (i) garment, horticulture, leather and leather products, and agroprocessing, including sugar-related industries (completed in December 2020); and (ii) infrastructure investments, energy and ceramics (completed by February 2021). The diagnostic studies provided to the Ethiopian Government supported national capacities to

- Develop a more complete environmental, social and governance (ESG) framework for use by the EIC;
- Determine shortfalls in select companies in priority sectors and reveal the status of companies' ESG performance; and
- Identify policy coordination challenges and recommendations, including building a multilevel intergovernmental policy exchange and communication mechanism.

UN DESA Project: New Assistance Measures for Graduating Belt and Road Least Developed Countries towards the Achievement of the 2030 Agenda (2018–2022)

Along the BRI, there are six least developed countries (LDCs) scheduled to leave the category in the coming years: Bangladesh, Cambodia, Lao People's Democratic Republic, Myanmar, Nepal and Timor Leste. After graduation, and in some cases after a transition period, countries stand to face reduced support or forego access to support measures in trade, official development assistance and other areas such as travel support and reduced budgetary contributions to the United Nations.

LDC graduation and assistance for LDCs are mentioned approximately 44 times in the 2030 Agenda for Sustainable Development, particularly in the context of leaving no one behind. Support for LDCs after they leave the category is an important way of supporting these countries in meeting the SDGs by 2030. Further, the United Nations General Assembly resolution on a smooth transition for countries graduating from the list of LDCs (A/67/221) also emphasized the importance of ensuring that the graduation of a country from LDC status does not cause disruption in its development progress, and in this regard recognizes that the graduation process of LDCs should include consideration of appropriate incentives and support measures.

The project's key beneficiaries are the populations of Bangladesh, Cambodia, Lao People's Democratic Republic, Nepal and Timor Leste, totaling some 213 million people. Through close collaboration with the Ministries of Planning, Ministries of Trade, Central Banks and private sector institutions of each country, as well as international specialists and United Nations entities, UN DESA seeks to develop a set of proposals for post-graduation assistance. Specifically, the project not only aims at mitigating the potential impact of forfeiting existing international support measures—such as the loss of duty-free, quota-free market access under the European Everything But Arms Initiative—but also takes the form of fresh measures to assist with the new development landscape following graduation, such as new infrastructure investment to support trade diversification.

The project is progressing well in delivering a concrete list of new proposed assistance mechanisms for the post-graduation landscape for each country. Additionally, communications and advocacy measures built into the project will seek to have these new mechanisms either adopted by donors and trading partners or incorporated into government planning. As of October 2021, major project achievements include the following:

i. The project has completed a series of surveys for Bangladesh, Cambodia, Nepal and Timor-Leste, aimed at identifying the existing and potential challenges to progress beyond the LDC development stage and at promoting sustainable development following graduation with additional assistance from the international development community;

ii. The project has developed reports for Bangladesh, Cambodia, Lao People's Democratic Republic, Nepal and Timor-Leste on elements of a smooth transition strategy outlining proposed assistance measures, their rationale, feasibility and plan of action;

iii. Consultations with governments, national and international partners regarding the process for integrating recommendations of these reports into the national development plans, and validation of these reports, have been completed in Bangladesh and Nepal. The project also supported equivalent activities led by the Government of Timor-Leste and the Resident Coordinator Office (RCO) and United Nations country team in Lao People's Democratic Republic;

iv. Enhanced Monitoring Mechanisms are being developed and customized for Bangladesh, Lao People's Democratic Republic and Nepal. For each country, a set of actions to improve annual monitoring, short-term crisis monitoring and strengthened support measures are being discussed with Governments;

v. In Lao People's Democratic Republic, the project's follow-up support to ensure smooth transition beyond LDC graduation, co-led by UN DESA and the RCO, has led to the Government including a priority action on the smooth transition from LDC status in its 9th National Socio-Economic Development Plan. Training in accessing and using new assistance measures and incorporating them into national planning is currently ongoing. The project supports the preparation and discussion of the Plan's chapter on climate financing in the technical workshop held in July 2022;

vi. In Nepal, findings of the survey and reports produced by the project were presented to national stakeholders and development partners in January 2021, and the validation meeting outcome document was endorsed by the Nepalese Government;

vii. The project has also completed a series of thematic analyses on the textile and clothing sector in five countries (Bangladesh, Cambodia, Lao People's Democratic Republic, Nepal and Timor-Leste) for policy discussion;

viii. The project has organized a South-South cooperation dialogue on smooth transition strategy in Bangkok in August 2022. UN DESA has collaborated with Bangladesh, Lao People's Democratic Republic and Nepal RCOs to organize technical sessions to facilitate discussions and exchange experiences with Government officials from the three countries;

ix. The project will validate possible modality of support for Bangladesh and Nepal in October 2022 through training workshops particularly focused on monitoring of high frequency data to assist the countries in responding to crises and achieving the SDGs.

Based on outcomes to date, the project is in the process of establishing the Sustainable Graduation Support Facility (iGrad) to be a new integrated and consolidated support measure for the LDCs. This has become an input to the Doha Programme of Action for LDCs for the period 2021–2030. In its resolution A/Conf.219/2022/3, the General Assembly welcomed the establishment of a Sustainable Graduation Support Facility by UN-OHRLLS (as Chair of the inter-agency task force on least developed country graduation) and UN DESA (as the secretariat for the Committee for Development Policy), and regarded the Facility as a concrete, country-led solution of dedicated capacity development support. The General Assembly calls upon Member States to support this initiative to further strengthen coordinated and coherent United Nations system support and bring together country-specific integrated graduation-related advisory and capacity-building services to respond to the concerns of Member States regarding graduation, and to serve as a repository and clearinghouse of initiatives and projects pursued in support of these countries. The project intends to develop an advocacy campaign for national and international dissemination of findings and recommendations in order to encourage their widespread acceptance and utilization.

The United Nations role in research and knowledge development of the Belt and Road Initiative

Indeed, realizing the huge potential of the BRI for accelerating the achievement of the SDGs requires substantial strengthening of partner countries' national capacities in formulating effective policies for undertaking the BRI, and for assessing BRI effects on the achievement of the SDGs, both within and across countries. The engagement of the United Nations system with the BRI goes beyond the above-mentioned United Nations entities, funds, programmes and specialized agencies.

For example, the World Bank Group has produced a series of 19 background papers, one summary report and 12 peer-reviewed articles and working papers since May 2018.[24] These papers provide independent analysis of BRI links to trade, investment, debt, procurement, environment, poverty reduction and infrastructure. The research presents data that enables policymakers in BRI partner countries to make evidence-based assessments of how to maximize the benefits and minimize the risks of participating in the BRI. The research also aims to inform the public debates surrounding BRI, by grounding the discussion in data and analysis. According to *Belt and Road Economics*, a report issued by the World Bank in June 2019, BRI transport projects, by lowering trade costs, can expand trade, increase foreign investment, and reduce poverty. If fully implemented, BRI transport projects could increase trade by up to 6.2 per cent for the world, which would in turn increase global real income by up to 2.9 per cent—2.6 for non-corridor economies and 3.4 per cent for corridor economies. The proposed BRI transport network is expected to lead to a 4.97 per cent increase in total foreign direct investment flows to Belt and Road corridor economies; and it is estimated that the BRI transport projects could help lift 7.6 million people from extreme poverty (those earning less than $1.90 a day) and 32 million people from moderate poverty (those earning less than $3.20 a day).[25]

The International Monetary Fund (IMF) welcomed the opportunities presented by BRI for advancing global trade and fighting protectionism. It noted that China has been working with BRI partner countries to carefully select infrastructure projects developed for investment and cooperation under the BRI framework. China has also demonstrated readiness to cooperate with the IMF on several projects, with the opening of several China-IMF Capacity Development Centers.[26]

In January 2021, Alicia Bárcena, then Executive Secretary of the Economic Commission for Latin America and the Caribbean, welcomed BRI as a "testimony of China´s continued support for multilateralism and mutually beneficial relations among countries and regions". She also noted the "critical contribution that BRI can make to a more sustainable recovery for the Latin America region".[27]

All these activities provided preliminary data, analyses, insights and case study evidence from across a range of United Nations entities to inform the design and implementation for the BRI in ways that support the SDGs in practice, and to support in-depth analysis on opportunities of the BRI to help achieve sustainable development outcomes. In the future, it is hoped that a BRI knowledge database can be created in order to exchange policy insights and project management skills, and to gather success stories and best practices. This will improve knowledge exchange and mutual learning among BRI partner countries and United Nations entities.

24. The Belt and Road Initiative, The World Bank, 29 March 2018.
25. Ibid.
26. Christine Lagarde, "BRI 2.0: Stronger Frameworks in the New Phase of Belt and Road," 26 April 2019.
27. "BRI is a game changer: Executive secretary of UN ECLAC," Guyana Chronicle, 20 January 2021.

2030 Agenda for Sustainable Development Sub-Fund

As of 31 December 2021, the 2030 Agenda for Sustainable Development Sub-Fund—one of two sub-funds established by the United Nations Peace and Development Fund (UNPDF)—has supported 41 projects with a total approved budget of approximately $51.2 million, focusing on capacity-building for developing countries in implementing the 2030 Agenda. All projects have earned wide support from Member States, especially the recipient countries, and are regarded as useful vehicles for carrying out United Nations values and principles. In this regard, these projects have helped empower the most vulnerable and have aligned with the 2030 Agenda's aim to leave no one behind. For the past 5 years, the 2030 Agenda for Sustainable Development Sub-Fund has supported projects implemented by 17 United Nations entities, benefiting 77 countries. Many of these countries also joined the BRI.

BOX 5.1 Highlights of the BRI-SDGs Project

United Nations Peace and Development Fund Project: *Strengthening National Capacities for Enhancing MSME Resilience and Building Forward Better to Accelerate the Implementation of the 2030 Agenda in Developing Countries Participating in the BRI.*

Micro, small and medium-sized enterprises (MSMEs) have been recognized as contributing to the achievement of several Sustainable Development Goals (SDGs), including the promotion of inclusive and sustainable economic growth and accelerating sustainable industrialization and innovation. Decent employment and higher income, generated by vibrant MSMEs, create a positive upward push for a higher quality of life, better education, good health, eradication of poverty and hunger, and reductions in inequalities, including gender inequality.

In the meantime, the globalization process and resilience of MSMEs could be augmented through formal institutions, global public goods and major development initiatives such as the Belt and Road Initiative (BRI). With demand-driven capacity-building support, MSMEs may obtain benefits through the BRI by taking advantage of certain BRI opportunities and adopting crucial strategies to rapidly improve their productive capacities, benefit from globalization, and capture high-value market opportunities.

Being key drivers of employment creation, and of decent jobs and entrepreneurship for women, youth and groups in vulnerable situations, MSMEs play critical roles in closing the gender gap, as they ensure women's full and effective participation in the economy and in society. However, MSMEs, especially women and youth-owned enterprises, have been hit the hardest by the negative socioeconomic impact of the COVID-19 pandemic. The urgent need to enhance MSME resilience has been prioritized in United Nations General Assembly resolution A/RES/74/270.

Funded by the 2030 Agenda for Sustainable Development Sub-Fund in early 2022, and within the context of promoting MSME resilience in BRI partner countries, the project aims to support the implementation of integrated and inclusive policy measures that enhance MSME resilience, including building an enabling policy environment and improving capacity among policymakers and MSME entrepreneurs. With MSME entrepreneurs, in particular women and youth MSME entrepreneurs as prioritized beneficiaries, the project stakeholders include government authorities, development partners,

SOURCE:

UN DESA.

the private sector, civil society and research institutions. Major activities of the project include

i. Building the capacity of policymakers to design, formulate and implement effective policy measures and structural transformation initiatives tailor-made to the demands of MSME entrepreneurs;
ii. Improving the capacity of MSME entrepreneurs, particularly women and youth MSME entrepreneurs; by expanding their access to financial resources, high-value market opportunities, innovative techniques as well as good practices and innovations that enhance MSME resilience;
iii. Producing guidelines, toolkits and knowledge products to disseminate experience and good practices on MSME resilience for building forward better among pilot countries.

Further, the project will leverage existing partnerships with government counterparts, United Nations Resident Coordinators' Offices and United Nations country teams, as well as private sector partners, to ensure its long-term sustainability. Eventually, by enhancing MSME resilience, the project will expand MSME contributions to shared prosperity and sustained, inclusive and equitable economic and social development among countries participating in the BRI. In the first half of 2022, the project has delivered six capacity-building workshops, benefiting over 500 policymakers and MSME entrepreneurs globally. It has contributed to the forthcoming Secretary-General's 2022 report on Entrepreneurship for Sustainable Development.

6

Towards a prosperous world, one shared future

The 2030 Agenda for Sustainable Development is an inspiring and ambitious framework for action. Through the 17 visionary Sustainable Development Goals (SDGs) and 169 action-oriented targets, United Nations Member States have been taking bold and transformative steps to translate that vision into progress on the ground.

Similarly, the Belt and Road Initiative (BRI) has evolved with renewed efforts to strive for open, green, clean and inclusive sustainable development that follows a high-standard, people-centred, sustainable approach. The BRI has demonstrated its inherent synergies with the 2030 Agenda, and its projects and activities have been bridging gaps across a number of implementation efforts, including policy coordination, trade, financing, and infrastructure connectivity, among others.

The United Nations system has responded to the call of the Secretary-General and the requests of Member States by seizing opportunities created by the BRI to provide capacity-building support to BRI partner countries, and by disseminating knowledge and expertise in tapping BRI synergies in support of the SDGs.

Moving forward, it is foreseen that furthering of the BRI will also critically impact the successful implementation of the 2030 Agenda. In the vast number of developing countries participating in the BRI, expectations are high that the Initiative will bring about fresh investment, technology transfer, infrastructure upgrades, urbanization, and green industrialization with new efforts to mitigate digital gaps and combat climate change. From the perspective of the United Nations, the BRI provides new opportunities to realize the blueprint drawn at the United Nations Conference on Sustainable Development in Rio de Janeiro in 2012 for a new paradigm of integrating economic, social and environmental dimensions to achieve sustainable development for all.

Recognizing nuances in the relationship between the 2030 Agenda and the BRI, and based on the cooperation between the United Nations system entities and China for the BRI in support of the 2030

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Agenda, the following recommendations are made for fully harvesting the tangible benefits generated by the BRI at country, regional and global levels, to support and nurture the implementation of the SDGs:

- Regularly informing the United Nations of BRI achievements by launching a consultation process that brings together BRI knowledge and expertise that will contribute to the implementation of the 2030 Agenda in common priority areas. Such information sessions will enable countries to consider various options of enhancing their national efforts by borrowing from the best practices and experiences of the BRI;
- An analysis of BRI projects at the country level, and information sharing with United Nations country teams, to double any possible joint efforts in achieving particular SDGs in specific countries, in particular least developed countries, landlocked developing countries and small island developing States;
- Enabling United Nations system entities to provide BRI partner countries with technical and advisory support to integrate the vision and principles of the 2030 Agenda with ongoing and future BRI projects and activities;
- Inviting the United Nations Secretariat and other relevant United Nations agencies to share best practices in the implementation of the 2030 Agenda and the SDGs, and apply, as appropriate, such best practices to ongoing and future BRI projects and activities.

BRI is a highly valuable vehicle for accelerating implementation of the 2030 Agenda and it has proven effective in bridging a number of gaps in implementation. It is up to all stakeholders in the BRI and the SDGs to make full use of that vehicle and generate momentum for the achievement of the SDGs by 2030.

PARTNERING FOR A BRIGHTER SHARED FUTURE

PROGRESS REPORT ON THE BELT AND ROAD INITIATIVE IN SUPPORT OF THE UNITED NATIONS 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT

PREPARED BY

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