

Will the "New Silk Road" be gray or green?

"One Belt One Road" (OBOR) - or Belt and Road Initiative (BRI) was initiated 2013 and is no definitive programme, but a platform, about which projects are realized. It embraces most continents and triggers probably the biggest investment strategy in history and embraces some continents. It can be explained e. g. in a Keynesian framework, in geopolitical terms and in terms of war and peace. Anyway it has and will have also tremendous social-ecological impacts.

It does reflect China's domestic contradictions(see „Airpocalypse“ and improvements). China has made important progress towards a 'Green Transition' in the past 10 years, yet at the same time China's overall environmental situation rather has been deteriorating.

Will the BRI avoid the damage done by the World Bank and others to the environment and local livelihoods and not simply serve its own need for export? The „Belt and Road Ecological and Environmental Cooperation Plan“ of 2017 gave impressive perspective, yet the real situation has been different. But new guidelines for Chinese enterprises are a step forward und recently the Chinese export of coal power plants was finished.

So the question the question whether the "New Silk Road" will be gray or green is open, but will be very important for the global (climate) policy.