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ПРОБЛЕМЫ СОВРЕМЕННОЙ ЭКОНОМИКИ: ГЛОБАЛЬНЫЙ, НАЦИОНАЛЬНЫЙ И РЕГИОНАЛЬНЫЙ КОНТЕКСТ

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Представлены статьи отечественных и зарубежных исследователей, посвящённые теоретико-методологическим и практическим аспектам развития современной экономики на различных уровнях управления. Адресуется научным работникам, представителям органов государственного и местного управления, руководителям и специалистам организаций, преподавателям, аспирантам, магистрантам и студентам экономических специальностей.

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DEVELOPMENT OF THE STRATEGIC INTERNATIONAL PROJECT «ONE BELT, ONE ROAD»

The article describes the three main stages of the development of the strategic international project «One Belt, One Road» since the announcement of its promotion, and makes suggestions for further deepening and expanding international cooperation, which is gradually formed at present between the countries along the routes of this project.

Keywords: «One Belt, One Road» project, international cooperation, financial flows, digital finance, artificial intelligence, risk control.

As is well known, in 2013, President Xi Jinping put forward the initiative to jointly build the Silk Road Economic Belt and the 21st Century Maritime Silk Road (hereinafter referred to as the «One Belt, One Road»), aiming to achieve mutual benefits and win-win situation and common development by strengthening economic cooperation among countries along the routes. Based on the basic principle of common cause, common construction and sharing', this initiative is committed to promoting the realisation of a more open, inclusive, inclusive, ba-

lanced and win-win development pattern for all countries. Against the backdrop of counter-current economic globalisation and rising trade protectionism, the «One Belt, One Road» Initiative provides new impetus and opportunities for global economic cooperation [1].

The economic effects of the «One Belt, One Road» Initiative can be seen in many ways. In the area of trade, the initiative has significantly boosted trade between countries along the route by reducing trade barriers and improving transport infrastructure, increasing the scale and diversity of trade. In the area of investment, the initiative has attracted a large amount of Chinese outward foreign direct investment (OFDI), which has boosted infrastructure construction and industrial development in the countries along the route. Research shows that Chinese OFDI has significantly contributed to the economic growth of countries along the «One Belt, One Road» through infrastructure construction, increased production inputs, and growth in the scale of exports. In addition, the initiative has led to exchanges and cooperation among the countries concerned in the fields of science and technology, culture, education, etc., and has had a positive impact on promoting regional economic integration and global economic growth [2].

From the perspective of theoretical evolution, research on the economic effects of the «One Belt, One Road» Initiative has gone through a process from initial theoretical exploration to gradual deepening and expansion. At the initial stage of the initiative, scholars conducted preliminary discussions on the direct economic effects of the «One Belt, One Road» Initiative, mainly based on traditional international trade and investment theories. With the advancement of practice, the research has gradually deepened, and started to expand from the single trade and investment effect to the multi-dimensional analysis of the impact on economic growth, industrial restructuring, regional coordinated development and other dimensions. At present, the relevant research has gradually formed a more comprehensive theoretical system, covering macroeconomic growth, micro enterprise behaviour, industrial organization, international trade and investment, regional economic cooperation and other levels [3].

In terms of research methodology, scholars have used a variety of methods to analyse the economic effects of the «One Belt, One Road» Initiative. Econometric models are widely used to empirically test the impact of the initiative on trade, investment, economic growth, etc., such as constructing double-difference models, mediation effect models, etc. to assess the policy effects. Meanwhile, case studies, comparative studies and other methods are also used to deeply analyse the economic effects of specific projects or countries, providing rich empirical support for theoretical research [4].

We will begin our study by analyzing the theoretical evolution of the international project «One Belt, One Road»:

1. Initial theoretical exploration stage.

At the initial stage of the «One Belt, One Road» Initiative, scholars' initial understanding of its economic effects mainly focused on the direct promotion of trade, investment and infrastructure construction. In terms of trade, studies have

pointed out that the initiative has significantly boosted trade between countries along the routes and increased the scale and diversity of trade through measures such as lowering trade barriers and improving transport infrastructure. For example, one study found that due to cross-border infrastructure connectivity, goods transport time in countries along the route fell by 1.7–3.2 per cent and trade costs by 1.5–2.8 per cent [5]. In the area of investment, the Initiative has attracted a large amount of Chinese outward foreign direct investment (OFDI), which has boosted infrastructure construction and industrial development in the countries along the route. In terms of infrastructure construction, the initiative has directly reduced transport costs and improved transport efficiency by investing in the construction of railways, roads, ports and other transport facilities, creating local employment opportunities and stimulating new consumer demand [6].

However, the theoretical research at this stage has certain limitations. Most of the studies are based on the simple application of traditional international trade and investment theories, and lack in-depth exploration of the uniqueness of the «One Belt, One Road» Initiative. For example, the initial research mainly focuses on the direct effects of trade and investment, but does not fully consider the deeper impact of the initiative in terms of policy coordination, institutional innovation and other aspects.

2. Deepening and Expanding Stage.

With the deepening of the «One Belt, One Road» Initiative and the accumulation of practical experience, scholars have begun to study its economic effects from a broader and deeper perspective. The research has expanded from a single trade and investment effect to a multi-dimensional analysis of the impact on economic growth, industrial structural adjustment and regional coordinated development. In terms of economic growth, some studies have found that the «One Belt, One Road» Initiative has had a positive impact on the economic growth of the countries along the route by upgrading cross-border transport infrastructure, improving education, increasing labour force opportunities, and promoting trade growth. In terms of industrial restructuring, the initiative has promoted industrialisation and urbanisation in the countries along the Belt and Road, and facilitated the optimisation and upgrading of the local industrial structure. For example, the large increase in China's imports from the countries along the «One Belt, One Road» has formed a strong complementary relationship with the local labour force participation rate, which has increased the labour share of local incomes and contributed to the decline of local income inequality [7].

This phase also saw the emergence of new theoretical perspectives and analytical frameworks. New economic geography has been used to explain how the «One Belt, One Road» Initiative promotes regional economic integration and spatial optimisation by improving transport infrastructure and reducing trade costs. For example, the «One Belt, One Road» Initiative has improved the connectivity of transport infrastructure in countries along the route, facilitated the faster integration of these countries into the process of economic globalisation, and brought about trade growth, increased investment and higher real incomes of local

residents [8]. At the same time, from the perspective of institutional economics, the relationship between policy coordination, institutional innovation and economic effects has been studied. For example, China and the countries along the «One Belt, One Road» have strengthened policy communication and institutional docking by signing multilateral agreements and establishing cooperation mechanisms, providing a stable institutional environment for economic cooperation.

3. Formation stage of comprehensive theoretical system.

At present, the theoretical research on the economic effects of the «One Belt, One Road» Initiative has gradually formed a more comprehensive theoretical system. This system integrates the theoretical resources of multiple disciplines, covering macroeconomic growth, micro corporate behaviour, industrial organisation, international trade and investment, regional economic cooperation and other levels of analysis. At the macro level, the research focuses on the initiative's role in promoting global economic growth and regional economic integration; at the micro level, it explores the initiative's impact on corporate investment, productivity, innovation behaviour and other aspects. For example, based on the level of green fixed-asset investment to characterise the quality of enterprises' domestic fixed-asset investment, one study puts forward the theoretical hypothesis that the construction of a green «One Belt, One Road» will affect the quality of enterprises' domestic fixed-asset investment [9].

Under the comprehensive theoretical system, scholars have gained a more comprehensive, systematic and dynamic understanding of the economic effects of the «One Belt, One Road» Initiative. The research not only focuses on the changes of single economic variables, but also explores the interrelationships and synergies among different effects. This comprehensive perspective helps to more accurately grasp the economic impact mechanism of the Belt and Road Initiative, and provides a more solid theoretical foundation for policy formulation and practical operation.

After reviewing the evolution of the economic effect theory of the «One Belt, One Road» Initiative, we find that the theoretical system has demonstrated strong inclusiveness and adaptability in the process of continuous enrichment and improvement. However, with the changes in the global economic environment and the in-depth promotion of the Initiative, the theoretical research is also facing new challenges and opportunities. Therefore, it is necessary to further explore the innovative path of the economic effect theory of the «One Belt, One Road» Initiative, in order to better adapt to the needs of the Initiative's development under the new situation, and to provide more forward-looking and targeted theoretical guidance for the relevant policy formulation and practical operation. The following is an in-depth analysis of the innovation path of the theory from the perspectives of interdisciplinary integration, application of new data and methods, differentiated innovation, and integration with the concept of sustainable development.

1. Interdisciplinary Integration Innovation.

In the study of the economic effects of the Belt and Road Initiative, interdisciplinary integration innovation is particularly important. By combining economics

and political science, and exploring the influence of policy and institutional factors on economic effects from the perspective of political economy, it can reveal the implementation effect of the «One Belt, One Road» Initiative in different political environments more clearly [10]. For example, the ‘Belt and Road’ Initiative has been implemented in different political environments [10]. For example, it is found that the Belt and Road Initiative, while promoting the economic growth of the countries along the routes, also promotes the upgrading of the status of these countries in the global value chain, which is not only an economic phenomenon, but also a process involving the restructuring of the international political and economic landscape [11].

From the perspective of socio-economics, analysing the effects of the «One Belt, One Road» Initiative on the well-being and social equity of the countries along the routes, it can be found that the Initiative has had a far-reaching impact on the social structure and people’s livelihoods, while at the same time promoting economic development. For example, by investing in infrastructure, it not only directly drives employment and economic growth, but also indirectly improves the living conditions of local residents and raises the level of social welfare.

2. Innovation based on new data and methods.

With the rapid development of big data, artificial intelligence, satellite remote sensing and other emerging technologies and data resources, the use of these new data and new methods to explore the deep information and hidden laws of the economic effects of the «One Belt, One Road» initiative has become an important direction of theoretical innovation. By analysing the real-time data of trade, investment flows and personnel exchanges of the countries along the route through big data, we can more accurately grasp the dynamic changes and spatial distribution characteristics of the economic effects. For example, the use of big data technology to analyse the trade data of countries along the Belt and Road can identify the trade patterns and trends between different countries and provide a scientific basis for policymaking.

Among the emerging technologies, the application of artificial intelligence (AI) is particularly notable. The application of AI technology in the financial sector has made significant progress. From intelligent risk control to market forecasting, from transaction monitoring to intelligent customer service, AI is changing the face of financial services. Through technologies such as machine learning and natural language processing, AI is able to process massive amounts of financial data, recognise patterns, predict trends and make decisions. This ability enables financial institutions to more accurately assess risks, optimise investment strategies, and enhance customer service experience, thus standing out in the competitive market.

Theoretical development and innovation in financial testing frameworks are also important forces driving research progress. Traditional financial testing methods are inadequate in the face of complex cross-border financial flows and diversified financial products. New testing frameworks need to be able to adapt to the big data environment, have the ability to handle unstructured data, and be able to monitor and assess dynamic changes in financial markets in real time. Block-

chain technology provides new ideas for the innovation of financial testing frameworks, and its distributed ledger feature can enhance the security and transparency of data and ensure the reliability and fairness of test results.

These new data and methods not only improve the precision and efficiency of research, but also expand the scope and depth of research. Through big data analysis, it is possible to monitor the trade, investment flows and personnel exchanges of countries along the Belt and Road in real time, and grasp the dynamic changes and spatial distribution characteristics of economic effects. For example, by analysing the trade data of countries along the «One Belt, One Road» using big data technology, the trade patterns and trends between different countries can be identified, providing a scientific basis for policy formulation. At the same time, new data and methods can also dynamically monitor and assess economic effects and make timely adjustments to strategies to cope with the changing economic environment.

3. Differentiated innovation for different countries and regions.

Countries and regions along the «One Belt, One Road» have significant differences in economic development level, resource endowment, industrial structure, cultural practices, etc., so the research on economic effect theory must take the road of differentiation and innovation. According to the specific conditions of different countries and regions, the construction of targeted economic effect analysis model and theoretical framework can better guide the practice of cooperation project selection, policy formulation and resource allocation, to achieve accurate docking and mutual benefit and win-win situation.

At the economic level, differentiated innovation for different countries and regions is crucial. Taking Southeast Asian countries as an example, these countries have a huge demand for infrastructure development, and by investing in the construction of ports, railways, roads and other infrastructure, local transport and logistics networks can be significantly improved, promoting the facilitation of trade and investment. In addition, infrastructure construction can also drive the development of related industries, such as steel, construction materials and machinery and equipment, creating local employment opportunities and economic growth momentum. At the financial level, in order to support these infrastructure projects, innovative modes of financial cooperation are needed. For example, through financial institutions such as the Asian Infrastructure Investment Bank (AIIB) and the Silk Road Fund, sustained investment and financing support will be provided for the projects. Meanwhile, the use of blockchain, big data, artificial intelligence and other financial technology tools can improve the efficiency and transparency of financial services and reduce cross-border transaction costs and risks.

In cooperation with Central and Eastern European countries, more attention can be paid to cooperation in science and technology innovation and industrial upgrading. These countries have a certain foundation in science and technology research and development, high-end manufacturing, etc. Through co-operation with China, they can introduce advanced technology and management experience, and enhance their position in the global industrial chain. In terms of financial support, it is possible to explore the establishment of a science and technology

financial cooperation mechanism to provide diversified financing channels for science and technology innovation enterprises. For example, a special fund can be set up to support the construction and development of science and technology parks and innovative enterprises. At the same time, artificial intelligence technology is used for risk assessment and investment decision-making to improve the allocation efficiency of financial resources.

Thus, the following conclusions can be drawn from the above material. The paper systematically analyses the evolution of the theory of economic effects of the «One Belt, One Road» Initiative, and finds that it has gone through three major stages, from initial theoretical exploration to deepening and expanding, and then to the formation of a comprehensive theoretical system.

At the initial stage of theoretical exploration, scholars mainly focus on the direct promotion effect of the Belt and Road Initiative on trade, investment and infrastructure construction, etc., and the research is based on traditional international trade and investment theories, which lays the foundation for subsequent research.

With the in-depth promotion of the initiative, the theoretical research in the deepening and expanding stage has expanded from a single trade and investment effect to a multi-dimensional analysis of the impact on economic growth, industrial structural adjustment, regional coordinated development, etc., and has introduced new theoretical perspectives and analytical frameworks such as the new economic geography, institutional economics, etc., so as to make the research more in-depth and comprehensive.

At present, the formation stage of the comprehensive theoretical system integrates the theoretical resources of multiple disciplines, covering the analysis of macroeconomic growth, micro corporate behaviour, industrial organisation, international trade and investment, regional economic cooperation and other dimensions, which provides a more comprehensive, systematic and dynamic understanding of the economic effects of the «One Belt, One Road» Initiative, and thoroughly explores the interrelationships and synergies between the different effects of the initiative. They have also explored in depth the interrelationships and synergies among different effects.

These theoretical researches have made remarkable achievements in explaining the complex economic effects of the «One Belt, One Road» Initiative, not only revealing the positive impact of the Initiative on the economic growth, industrial structure optimisation and coordinated regional development of the countries along the routes, but also providing a solid theoretical basis for the formulation of relevant policies and practical operation, and playing an important role in guiding practice. It has played an important role in guiding practice.

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РАЗВИТИЕ СТРАТЕГИЧЕСКОГО МЕЖДУНАРОДНОГО ПРОЕКТА «ОДИН ПОЯС, ОДИН ПУТЬ»

Анотация. В статье описываются три основных этапа развития стратегического международного проекта «Один пояс, один путь» с момента объявления о его продвижении, вносятся предложения для последующего углубления и расширения международного сотрудничества, которое постепенно формируется в настоящее время между странами, расположенными вдоль маршрутов данного проекта.

Ключевые слова: проект «Один пояс, один путь», международное сотрудничество, финансовые потоки, цифровые финансы, искусственный интеллект, контроль рисков.

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