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China's Belt and Road Initiative Infrastructure and Arbitration

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Abstract

The Belt and Road Initiative (BRI), established in 2013, is the new land and maritime Silk Road of China and also the globalization of the 21st century. To allow flexibility the BRI is not clearly defined; this is often ignored by many critics of this project. China's infrastructure along the BRI constitutes huge investments estimated between US\$1 trillion to US\$6 trillion. Chokepoints and bottlenecks slow down the Belt and Road. International arbitration, is not yet fully accepted by China to resolve state and enterprise disputes along the Belt and Road outside China. It cannot be solved directly by the Supreme Court of the People's Republic of China. The Belt and Road Initiative will benefit from the strong support of international arbitration at the Shanghai International Arbitration Center (SHIAC), or the Shenzhen Court of International Arbitration (SCIA). The importance of the SHIAC came into force in July 2018. Many Chinese lawyer arbitrators were qualified in the United States and returned to Shanghai, Xi'an or Shenzhen. One day or another, international arbitration will prevail along the Belt and Road.

Keywords: Arbitration, Belt and Road, bottleneck, BRI, development, chokepoint, globalization, infrastructure, transportation