

Fuzhou's Global Connectivity: Infrastructure Development and Industrial Synergy under the Belt and Road Initiative

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Abstract

As a core node of the Belt and Road Initiative (BRI), Fuzhou has redefined regional economic integration through multimodal transport networks and industrial parks. This paper examines Fuzhou's infrastructure advancements, such as the "Silk Road Shipping" routes and China-Europe freight trains, alongside its industrial strategies like the "Maritime Silk Road Cross-Border Industrial Parks." By analyzing trade data and project outcomes, it demonstrates how Fuzhou's pragmatic approach fosters mutual growth with BRI partners.

Keywords: Belt and road, Global trade, Cross-border sea silk

1. Multimodal Transport Networks: Linking Land, Sea, and Air

Fuzhou's Jiangyin Port serves as a pivotal hub for BRI logistics, hosting 13 "Silk Road Shipping" routes and handling 324 voyages in 2024 alone. Its PMX route connects Fuzhou to Singapore, Malaysia, and Pakistan, facilitating auto parts exports worth 200 million RMB per shipment [1]. The China-Europe Railway Express further extends Fuzhou's reach. Since its 2022 launch, the railway has transported 2,300 carriages of goods (valued at 1 billion RMB) to 14 cities across five countries, reducing logistics costs by 20% for exporters. Meanwhile, Fuzhou Changle International Airport's Phase II expansion will double its capacity, supporting new routes to Cambodia, Vietnam, and Laos.

2. Industrial Parks and Cross-Border Collaboration

The Maritime Silk Road Cross-Border Industrial Parks exemplify Fuzhou's shift from "trade-driven" to "industry-driven" globalization. With 20 parks across BRI countries, these hubs integrate resources like the "Overseas Chinese Procurement Center" in Argentina, which facilitated the acquisition of a local auto assembly plant in 2024 [3].

For instance, Hongxing Zhongyuan Group partnered with Angolan investors via the park to establish JiuXing Industrial, producing industrial silicon for global markets. Such projects have driven \$40 billion in trade and linked 11 industrial chains [4].

3. Ocean Economy and Fisheries: Building a "Global Fish Warehouse"

Fuzhou's National Deep-Sea Fishing Base in Lianjiang County, operational since 2025, processes 600,000 tons of seafood annually [5]. Equipped with smart customs systems like "direct shipside pickup," it integrates cold-chain logistics and processing, positioning Fuzhou as a global seafood trading hub.

The China-Indonesia Fisheries Cooperation further enhances this ecosystem. Shengtian Food's Indonesian fisheries supply raw materials to Fuzhou, creating a transcontinental production chain. By 2025, Indonesia-based projects will produce 500,000 tons of fish annually, processed into

high-value products in Fuzhou [6].

4. Policy Synergy: Leveraging Multiple National Strategies

Fuzhou's success stems from overlapping national policies, including the BRI, FTZ, and "Marine Power" initiatives. For example, the Yuanhong Investment Zone combines tax incentives for bonded warehousing and cross-border e-commerce, attracting enterprises like Fujian Fengda Group to build cold-chain logistics centers [7-8].

Additionally, Fuzhou's "zero tariff" policy for imported equipment and simplified RMB settlements have reduced operational costs for foreign firms by 30% [9].

5. Challenges and Future Directions

While Fuzhou has achieved remarkable progress, challenges remain:

- Balancing rapid growth with sustainable practices in fisheries and manufacturing.
- Enhancing risk management for cross-border investments.
- Expanding digital trade frameworks to include more BRI partners.

Future initiatives will focus on green energy partnerships and AI-driven customs systems, ensuring Fuzhou remains at the forefront of China's opening-up narrative [10].

Conclusion

Fuzhou's innovative integration of infrastructure, policy, and industrial collaboration offers a blueprint for cities pursuing global connectivity. By prioritizing institutional agility and multilateral cooperation, it not only advances its own economic transformation but also contributes to the shared prosperity envisioned by the BRI.

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