

Research on the Challenges and Countermeasures of Railway Transportation Safety under the Background of “One Belt and One Road”

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ABSTRACT. *The proposal of “One Belt And One Road” strategy is of great significance to comprehensively improve the country's open economy. While vigorously driving the economy of China and neighboring countries, China is also facing various security challenges. Among them, how to realize the smooth “one road” and guarantee the safety of railway transportation of personnel and materials has become a common problem faced by the public security and railway departments. At present, railway transport safety under the background of “One Belt And One Road” is facing unprecedented challenges, which can be said to be characterized by large span, difficult cooperation, complex environment, slow accumulation and weak early warning. Relying on limited police force to make rapid response in a short time, it is no easy task to eliminate various safety risks. Therefore, the corresponding countermeasures should also be tailored to the current situation, improve the way of cooperation, innovate the means of strike, promote the integration of resources, strengthen information exchange, and create the railway transportation safety environment under the background of “One Belt And One Road” to the maximum extent, so as to overcome all difficulties and inject new impetus into the implementation of “One Belt And One Road” strategy.*

KEYWORDS: *One belt and one road, Railway transport, Security challenges, Safety countermeasures*

1. Introduction

General secretary xi jinping delivered an important speech at the opening ceremony of One Belt And One Road international cooperation summit. He stressed the four key points of “peace and cooperation, openness and inclusiveness, mutual learning and mutual benefit” when talking about the core ideas to jointly promote One Belt And One Road construction. It can be seen that One Belt And One Road should be built on the premise of peaceful cooperation. Only by creating a peaceful economic belt environment can cooperation, inclusiveness and win-win results be achieved. Peace in the “One Belt And One Road” construction represents a climate, a

political ecology, including friction reduction, regional stability, passage security and other integrated concepts and overall requirements. Among them, railway transport safety is the most direct manifestation of the “One Belt And One Road” peaceful environment and an important basis for ensuring the connectivity between China and other neighboring countries.

2. Challenges to Railway Transportation Safety in the Context of “One Belt and One Road”

General secretary xi jinping's call for “One Belt And One Road” is another strategic decision after the reform and opening up. China will welcome all countries, especially neighboring countries, to establish cooperation with China in a more open and inclusive manner and vigorously develop connectivity including transportation., so to speak, especially the high-speed railway construction ushered in the new historical opportunity, China's high-speed rail locomotive components manufacturing, low energy consumption operation has led the world, even in the field of high speed rail started earlier Germany agree that actually China has even beyond the western high iron making and management level, the German railway company in the autumn of 2015 has set up a procurement office in Beijing. However, we should also clearly realize that railway construction is facing many challenges while embracing new historical development opportunities, especially in the aspect of transportation safety, which needs to be paid attention to from the national level, to realize the “one road” unimpeded, and to ensure the safety of railway transportation has become a problem that the public security and railway departments must overcome at present.

2.1 Criminal Offences Against Railways

From the perspective of criminal means, railway crimes can be divided into traditional crimes and new crimes. Traditional crimes mainly refer to the forms of crimes such as endangering railway transport safety, theft, smuggling and ticket scalping carried out in railway stations and along the railway lines. Compared with traditional crimes, some new criminal means have emerged in recent years. For example, network “hackers” make use of technical means to create software to grab tickets, and purchase tickets for passengers in the form of a reward fee, seriously affecting the normal order of ticket purchase. Still have a few criminals to publish website of false structure ticket on the net, it is virus website in essence, through false link purloin bank account number.[1] from the scope of “One Belt And One Road” radiation, some countries outside the country all have the above crime forms to varying degrees. Moreover, due to various reasons, such as weak government supervision, imperfect legal system, and not strict sentencing standards, the crime rate remains high and crime is escalating. Therefore, criminal crimes against railways are one of the major diseases affecting railway transport safety under the “One Belt And One Road” strategy. Moreover, due to different national conditions in different countries, attitudes towards certain specific crimes and different investigation and

handling processes have posed a serious threat to railway transport safety.

2.2 Obvious and Potential, Traditional and Non-Traditional Multiple Risks

Extend from “area” in China railway construction in the region, some countries and regions exist, such as political instability, territorial disputes, terrorism and other risks, the risk of this potential, traditional and non-traditional in central Asia and in asean countries will be a direct threat to the railway construction and safety of railway transportation. The railway is prone to extreme behaviors in the face of social unrest and terrorist attacks. Without timely insight and a comprehensive understanding of the political situation and social environment of the cooperation countries and regions, it is impossible to ensure the smooth operation of the railway and may even block the channels of cooperation.

1) Risks arising from war and turmoil. Once a war occurs in the territory of the country concerned, it will inevitably lead to social unrest, which is almost fatal to railway transportation and railway enterprises stationed there. After the outbreak of civil war, the primary goal of non-governmental armed forces is to destroy railways and roads, cut off the internal roads and form a separatist trend. Such as the Middle East and north Africa is an important part of the railway extension overseas in China, some countries or high iron under the framework of “going out” investment of the construction of the area, but these areas affected by the factors such as history, culture, religion, often is a war, become PuJia railway, China railway maintenance, the biggest barrier to protect the safety of railway transportation.

2) Risks arising from domestic political instability. Once the political situation changes in the country concerned, the original railway construction or railway transportation may be affected and put on hold. In serious cases, the railway invested and operated by China may be damaged due to the anti-china stance of a political faction, which is a threat from both economic and security perspectives. For example, the military coup and violence broke out in Thailand, and street protests intensified. Under the political turmoil, the government of Yingluck Shinawatra stepped down, and the railway project of “high-speed rail for rice” between China and Thailand was completely halted. Or take the coup in northern Myanmar, which was viciously instigated by the United States to tear up an agreement it had already signed with China on a high-speed rail project.

3) Risks arising from territorial and resource contention. In asean and central Asia have different degrees of territorial disputes and resources, profound influence, this kind of contradiction between national political mutual trust, failed to reach a consensus in railway construction and operation, and may even appear detained due to unclear boundaries, the phenomenon of illegal possession of railway materials, caused great threat to the railway transport safety. For example, the conflict between Tajikistan and Uzbekistan over the construction of Luokong hydropower station is caused by water resources. Due to the complex conflicts between Uzbekistan and Kyrgyzstan over territory, border population and water resources, the railway construction between China and Kyrgyzstan has been delayed.

4) The risk of terrorism. The areas along “One Belt And One Road” have long been the zones with frequent terrorist activities and frequent terrorist attacks, and the collusion between drug and terrorism, terrorist forces and religious extremist forces is becoming increasingly serious. Since the withdrawal of US troops from Afghanistan in 2014, they have taken advantage of this opportunity to “return” small groups of “soldiers of God”, “fighters of Caliphate” and “Islamic movement of Kyrgyzstan” to create a number of terrorist incidents in central Asia.[2] As the terrorist organization “Islamic State” is eyeing China's Xinjiang and Tibet regions, China is bound to be at odds with terrorism. Therefore, terrorist organizations are likely to take the opportunity to carry out terrorist attacks on China's railway, posing a threat to the railway construction and transportation safety along the “One Belt And One Road” line.

5) Risks caused by social culture. In the construction of high-speed railway, local cultural and religious differences must be taken into account to try to do as the Romans do. The fundamental lies in comprehensive understanding and full respect of ideology. The slightest misstep could lead to protests by local residents, negative hype with a narrow sense of nationalism and even violence against Chinese companies. For example, in February 2017, there was looting and burning of Chinese enterprises in Myanmar. Environmentalists in the U.S. state of California are opposing plans to build high-speed rail in the state because of concerns about environmental pollution. Railway operating companies, railway lines and trains controlled by the Chinese side are also likely to be targeted in this situation, thus affecting railway transportation safety.

6) Risks arising from international negative public opinion. Objectively speaking, the international public opinion environment faced by China's railway cooperation with foreign countries and high-speed railway export in recent years is not good. There are some ironies about “China's high-speed railway is making a profit at a loss” and doubts about “China's domination of the world through One Belt And One Road and the implementation of neo-colonialism”. Some malicious people start to make use of this issue to hype up the “China threat theory”. The United States thinks that China's high-speed rail exports have military implications, while Japan thinks that “One Belt And One Road” is intended to seize resources. Central Asian gas and Middle East oil are China's real targets. There is no denying that such deliberately incited and instigated public opinion does cause some people who do not know the truth to misunderstand China, so as to resist and dislike Chinese railway and other Chinese products, and even make irrational actions. Therefore, adverse public opinion has become a major hidden danger of railway transportation safety.

2.3 Complex Natural Conditions

The natural conditions in the western part of China and some areas outside China are extremely complex, which puts forward higher requirements than the railway construction and transportation under normal conditions. Complex terrain, climate and high altitudes in railway construction and transportation is often cause trouble, in the cover area of the association of south-east Asian nations (ASEAN) railway,

mainly for the tropical rain forests and subtropical monsoon climate, asean countries are in Indochina, ravines crossbar sunvo alternate with, high terrain north, south to deltas, extremely difficult railway construction under the condition of varied topography, climate, humidity on the stability and control in the process of railway transport demand is higher. Between China's xinjiang and central Asia has complex geological structure, the permafrost area wide, cold zone, frequent landslides and debris flows, represented by pamir region at an average altitude of 4000 meters, the continental mountain climate here in winter is very long, the absolute lowest temperature at minus 50 degrees, pose a threat to safety of railway transportation. In addition, the construction and transportation of trans-regional railways in the china-pakistan economic corridor and china-mongolia-russia economic belt have also been tested by natural conditions.

2.4 Policy Constraints

China's foreign policy has always emphasized that it does not interfere in other countries' internal affairs, does not deploy troops or take military actions outside its territory, and does not form alliances with other countries. This traditional policy is no longer compatible with China's global interests. If China remains completely constrained by traditional policies, it is obviously not conducive to solving China's energy security and trade channel security issues. [3] stationed outside the territory of China railway company, once the rail lines, train, passenger security threat, both the police and army has the right to have a "green channel" to the scene disposal, have to negotiate with parties repeatedly and often appear the situation of negotiation failed, and sometimes can only watch Chinese passenger's personal and property violations.

3. Some Countermeasures of Railway Transportation Safety under the Background of "One Belt and One Road"

It is not difficult to see from the above challenges that, except for the uncontrollable influence of natural conditions on railway transportation safety, the causes of other problems are nothing more than "one idea and two interests", one idea is the integration concept, and two interests are economic and political interests. The reason why China is committed to the "going global" development concept of high-speed railway in the "One Belt And One Road" construction is that China wants to bring China closer to other neighboring countries through railway construction as soon as possible, so as to realize mutual political trust, economic mutual benefit and cultural communication between the two sides. Driven by the concept of integration, considering issues from a purely political perspective obviously lacks the substantive content of cooperation and cannot effectively stimulate domestic demand. Moreover, due to the complicated domestic political factors in some countries, it is difficult to guarantee the durability of political cooperation. If the sole purpose is to make profits and the tangible benefits of the countries concerned are ignored, the cooperation is bound to be unsustainable and

more negative public opinions may be generated. All these are not conducive to the safety of railway transportation.

3.1 Efforts Should Be Made to Build Railway Safety Roads Based on Railway Construction

Under the strategic framework of “One Belt And One Road”, China railway meets the important opportunity of huge demand for railway construction in China and other countries. In order to make China railway better adapt to the international market, it must actively adjust its structure and flexibly change its mode to meet the needs of The Times. We need to work hard to make substantive breakthroughs in order to build China's railway brand and image that is safe and reliable and has advanced world level. In the process of railway construction and operation, China can go beyond the traditional BOT mode and adopt more flexible operation mode. Such as increasing the autonomy of the parties on a voluntary basis and reimbursing the contractors through resource returns or direct payments. It can also be managed jointly by Chinese technicians and local railway companies. In this way, the parties concerned can not only gain more experience in railway construction and management, but also drive local employment. In terms of financial security, we will expand investment channels for railway construction and safety maintenance, seek more central input from neighboring countries, encourage insurance and financing guarantee institutions to provide credit and guarantee support, and support eligible enterprises to issue infrastructure bonds for railway construction and safety. In addition, we will seek financial support from international financial organizations and relevant funds and give full play to the active role of the aiib, the Asian development bank and the world bank.[4] in short, in railway construction, it is necessary to actively promote political mutual trust between China and other countries, meet the economic needs of both sides to the greatest extent, eliminate railway safety risks from the root, and realize the new pattern of co-protecting railway safety under the framework of “One Belt And One Road”.

3.2 Improve the Top-Level Design to Provide Safety Guarantee for Railway Transportation

At the sco summit held in September 2014, all participating countries, in the spirit of common security, exchanged views on combating the “three evil forces” and other security issues, and jointly signed the sco convention against terrorism, aiming at combating terrorism, drug trafficking and resolving disputes over borders and resources. The exchanges have some constructive Suggestions, especially the safety of railway transportation organization for establishing collaborative architecture framework, under this framework, should further perfect the relevant opinions and Suggestions, establish a high-level, high specifications of the leading group as a whole, are aimed at the common measures for the implementation of maintenance of railway transportation safety and by countries to jointly supervise the implementation. Although there may be a series of problems in the promotion

process, such as differences in interests caused by different national conditions, it is still necessary to call on all countries to stick to their original intention, ensure the basis for railway transport safety through top-level decision-making and relevant policies, and create a safe transport environment.

3.3 Seek and Carry out Railway Transport Safety Cooperation Based on Win-Win Situation

At present, the reason why it is difficult to establish or establish effective cooperation on railway transportation safety is fundamentally due to the lack of win-win concept or understanding of win-win situation in some countries. It is difficult for countries that have joined the railway transport safety cooperation to generate benefits through safety input in a short term. After all, the social benefit generated by safety input is an intangible asset and the output cycle is not stable, so they are not willing to continue or deepen cooperation after a period of time. For countries that are reluctant to get involved in cooperation, they have not realized that cooperation itself is a win-win situation, but simply focus on the consumption level of railway transportation safety instead of the benefit level. Therefore, countries that have taken or haven't taken steps to cooperate need to look at win-win situation afresh and establish a scientific win-win view. Only in this way can they conduct cooperation from the bottom of their hearts to seek and realize win-win situation.

To establish a long-term security cooperation mechanism, it is necessary to build up political mutual trust, eliminate some neighboring countries' concerns about China at the political level, adhere to the consistent principles of mutual respect, equality and peaceful consultation, properly resolve disputes and constantly strengthen bilateral exchanges in the political field. Secondly, it is necessary to attach importance to the coordination of interests with neighboring countries in railway construction and operation, fully respect the interests of each country, and build a development space in line with the common interests of both sides, so as to promote the cooperation at all levels in the realization of interests through the balance of interests. Finally, on the basis of political mutual trust and balanced interests, we should strengthen cooperation in railway safety information, technology and customs clearance. The first is to ensure the smooth flow of information, timely grasp the overseas railway safety trends built and managed by China, and take the initiative in the negotiation and disposal with the countries concerned after the occurrence of safety incidents. The second is to strengthen technical exchanges, through the export of China's experience in railway transport safety and relatively mature technical safeguard measures, to minimize safety risks and profit losses. Third, deepen customs clearance cooperation to open a fast track for China to handle overseas railway transport safety incidents, so as to safeguard the interests of both sides.

3.4 Provide Strong Support for Railway Transportation Safety through Personnel Training

Railway transport safety under the background of “One Belt And One Road” is a comprehensive subject, involving various influencing factors around the safety issues. In order to meet the diversified needs of railway transport safety, efforts should be made to cultivate interdisciplinary talents. The training objective should be based on the core problem of reducing the risk of railway transportation safety, and radiate the problems related to railway transportation safety, such as legal differences, language barriers, cultural restrictions and lack of management. First of all, the cultivation process should be fully understood. On the basis of fully understanding the national conditions of other countries, compromise measures should be found through analysis so as to meet the common interests of both sides. In addition, we need to improve the mechanism of personnel exchange and strengthen communication and cooperation among countries in the field of railway transport safety. Through training and exchange, a three-dimensional railway transportation safety personnel network that gives consideration to the present and future, domestic and foreign, and covers all aspects and highlights will be formed to provide intellectual support and practical support for this field.

4. Conclusion

The development concept of “One Belt And One Road” conforms to the requirements of The Times and is an inevitable choice for China and the world to move towards and deepen development. Faced with many safety problems in railway transportation during the construction of “One Belt And One Road”, it must be admitted that we have not done enough ideological preparation in the face of challenges, and the promotion of practice needs more process. However, this cannot be an excuse for stagnation, and railway transportation safety must not become a stumbling block to the overall planning and construction of “One Belt And One Road”. In the face of the gap we have to catch up, and strive to make up for all kinds of security loopholes, to participate in the construction of “One Belt And One Road” our people escort, for our cooperation with other countries to establish a safe passage.

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