Significance of people-to-people connectivity

The theme of the forum was people-to-people connectivity. The world of today is in deep need of constructive exchange and joint efforts to reform and advance the system of global governance. With the initiative, we can truly instill in the world the message that the silk routes tell a story of human progress driven by respect among the two peoples, and that promoting people-to-people connectivity will inject vitality into the Belt and Road Initiative.

Sharing stories, strengthening bonds, advancing the Belt and Road Initiative

The thematic session was a platform for global leaders to share their wisdom on enhancing people-to-people connectivity. After Song's keynote speech, mass media personalities, social activists, representatives of international organizations and diplomats, and heads of Belt and Road countries shared their stories about advancing people-to-people connectivity under the Belt and Road Initiative.

At the session, American writer and television star Cindy McCain, UN Foundation Chair and Road NGO Cooperation Network President, presented the “Seeds of Opportunity” initiative of Ghana, which uses education to improve the condition of Ghanaian people.

“Connectivity of people, which is indeed fundamental to connectivity of economies and trade, and peace, is the only winning option,” said Mohamed MIME, the newly appointed director of the Belt and Road Initiative in Egypt. He stressed that connectivity is the basis of people-to-people bonds between countries, and only through people-to-people bonds can the Belt and Road Initiative be successfully implemented.

“People are the builders of the Belt and Road. The objectives of development is to improve the life of people,” said Charles Korou, Rwandan Ambassador to China. “It is cross-cultural interaction that brings us to reach a common point in the Permanent mission of our two countries. Only through exchange can we find what we are lacking in order to better learn people's demands for development, respond timely and find solutions through negotiation and cooperation.”

“The Belt and Road Initiative is precisely constructing a new landscape. Strengthening bonds among the people is indispensable to the success of the Belt and Road Initiative,” said Ding Wei, Vice Minister of Culture. “China cherishes friendship and cooperation along the Belt and Road with WHO, which is an important part of the Belt and Road Forum for International Cooperation and is the platform for global leaders to share their wisdom on enhancing people-to-people connectivity.”

Engineer contributes to poverty alleviation in the Belt and Road countries

Dr. Wang, Weli, Minister of the Department of the CPC Central Committee, delivered a keynote address at the theme session. He shared the following insights:

- “One should not impose on others what it does not desire for itself.”
- “I am grateful to the Belt and Road Initiative, which is a grand project of the Russia and China Cooperation, for the Pakistan-21st century maritime silk road, and handshake, rather than hand-over-hand, is the best approach to deepening the partnership.”
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B&R Forum features people-to-people connectivity session

By Hou Weili & Ma Xiaowen

In his keynote speech delivered at the opening ceremony of the forum, President Xi Jinping proposed the Belt and Road Initiative in 2013 to promote people-to-people connectivity. Before the forum, he met with Muhammad Shahbaz Sharif, Chief Minister of the Punjab Province, Pakistan.

At the platform, President Xi Jinping said that the initiative is not only economic advancement, but also innovative exploration in the pursuit of new globalization and better governance.

“China has already opened new opportunities for development and prosperity. The Belt and Road Initiative is precisely constructing a new landscape. Strengthening bonds among the people is indispensable to the success of the Belt and Road Initiative,” said Ding Wei, Vice Minister of Culture. “China cherishes friendship and cooperation along the Belt and Road with WHO, which is an important part of the Belt and Road Forum for International Cooperation and is the platform for global leaders to share their wisdom on enhancing people-to-people connectivity.”

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Hubei steps up supply-side structural reform

By Ma Xiaotao

The accomplishments are obvious. We have supported the economic system, cultivated the dynamic driving force of supply-side structural reform, and achieved and preserved the living standards of millions of low-income people, said Song Tao, Minister of the International Department of the Communist Party of China (CPC) Central Committee, at a seminar held in Beijing on April 27. The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu briefed foreign guests about the four cities’ efforts to protect the environment, develop the economy to cultivate new growth drivers, propose and carry out reforms, and foster a competitive advantage.

The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu, was held on May 25 at the City Committee, told

Economic Belt. Innovative development, opens up and sharing, China is contributing to world peace, said Song Tao, Minister of the International Department of the CPC Central Committee. The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu, was held on May 25. The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu, was held on May 25. The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu, was held on May 25. The seminar, part of a promotional event of CPC communities of Wuhan, Huangshi, Qianjiang and Honghu, was held on May 25.
First homemade jumbo takes off

By Wang Hairong

China’s first indigenously made jumbo jet took off and completed its maiden flight on the afternoon of May 5, adding a milestone to the country’s aviation history.

The C919, the pioneering plane that took off from the Shanghai Pudong International Airport and then flew for 79 minutes, is a single-aisle passenger aircraft with a maximum takeoff weight of 75.5 tons, designed for 158 seats. It has a cruising speed of 920 km/h, a flight range of 4,075 km and maximum flight altitude of 12,000 meters.

The maiden flight of the China’s first indigenously made jumbo jet (C919) has been deemed a historic milestone.

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The China Commercial Aircraft Corp. (COMAC) started working on the project in 2008 to coordinate the country’s aviation history.

A joint message sent by the Central Committee of the Communist Party of China and the State Council read, “The success of the maiden flight of China’s first indigenously made jumbo jet marks a major breakthrough in China’s large aircraft industry and an important milestone in the development of China’s civil aviation industry.”

In the process of developing the C919, a civil aircraft nation-wide team involving nearly 20,000 members and 200,000 persons in 22 provinces and municipalities has been formed. The project has also fostered joint ventures between 16 international aviation companies and their Chinese counterparts, spurring the construction of jumbo jets as well as regional civil aircraft industrial chain involving nearly 200,000 persons in 220-plus companies in 22 provinces and municipalities.

Meeting market needs

Air transportation, once serving the rich and famous, is now accessible to the general public. In recent years, the number of air passengers has soared.

Statistics from the Civil Aviation Administration of China show that in 2016, the annual passenger throughput of airports in the mainland surpassed 100 million for the first time in history, up 19.3 percent over the previous year. By the end of 2016, there were 218 airports on the Chinese mainland.

According to Development of China’s Civil Aviation Industry, the annual passenger throughput of airports in the country’s aviation history.

The data also show that most passengers travel on domestic flights. However, the civil aviation companies have bought these aircraft in large numbers. For instance, in 2015, during President Xi Jinping’s visit to Seattle, the United States, Chinese aviation companies signed agreements to purchase 150 aircraft, including 50 Boeing and 100 Airbus.

COMAC, the C919 project will be completed in four stages, the first of which is the technical design; the second is the detail design; the third is the scale model test; the last is the final safety test.

Cutting-edge technology

Since research to develop the C919 started in 2008, Stealthlike design has been achieved in the project.

From the profuse surface decoration, the C919 is built to face the challenges of modern jet engines. To increase the plane’s service life and further reduce weight, new materials such as aluminum-magnesium alloy. COMAC has made the best use of domestic and international resources to make the C919.

The highly integrated modular avionics system means less weight, lower energy consumption, increased safety and easier maintenance, said Zhang Jiong, a senior engineer with COMAC’s Beijing research center.

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The C919 is the first indigenous passenger plane to be completed in modern jet design and build at the Shanghai Pudong International Airport on May 5 (XINHUA)
Engineer contributes to progress in Equatorial Guinea
By Cui Xiaoqin

B efore the Djiploho Hydropower Station (DHS) was built, Djiploho was a secluded forest village in Equatorial Guinea. The area has seen a dramatic change due to the station. "The power plant has brought a series of unexpected changes. Although the infrastructure construction of DHS satisfied the local government and the local community, it is the long-term harnessing of water resources not only satisfies Equatorial Guinea's demand for electricity but also for exporting electricity to other West African countries," Liu said.

Aware of its social responsibility, since 2007 Liu's company has donated more than $2 million to local social welfare projects, including to the local government to help Equatorial Guinea plan its husbandry development with the help of the Chinese Embassy. A number of hydropower engineering projects, including the Djiploho, have been successfully completed. For example, under the China-aided Djiploho Hydropower Project for the construction of Djiploho station, it was planned to train 100 people to have two to five years' training in hydropower plant management in universities and training centers in China. In May 2013, the first batch of 35 students graduated and began working.

The strict environmental protection measures were respected by the local government and the local community. DHS is the largest hydropower station in Equatorial Guinea, setting the country's reliance on oil for power generation, heralding the dawn of green energy.