

THE DYNAMICS OF BELT AND ROAD INITIATIVE AND BUILDING A COMMUNITY OF A  
SHARED FUTURE IN CHINA-AFRICA COOPERATION

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ABSTRACT

*The Belt and Road Initiative (BRI), launched by China in 2013, represents a monumental infrastructure and economic development strategy aimed at enhancing global trade and investment connectivity. At its core, the BRI seeks to revive the ancient Silk Road through a vast network of infrastructure projects that span across Asia, Europe, Africa, and beyond. The Belt and Road Initiative (BRI) is outward-looking, being part of China's 'Going Out Strategy' while Africa's current regional infrastructure programmes are primarily inward-looking as they seek to deepen the continent's regional integration. This paper argues, drawing from international cooperation theory, that China and Africa can cooperate in implementing BRI despite the apparent conflict in their infrastructure connectivity aspirations. They can coordinate their policies for the purpose of mutual benefit through enhanced connectivity and trade between Africa and China on the one hand and deepened African regional integration and intra-African trade on the other. This could be achieved by using Africa's regional programmes as building blocks for cooperation in BRI. This paper also highlights lessons from BRI that Africa could use to fast-track implementation of its own initiatives including the mobilisation of stakeholders by political leaders, creation of dedicated institutions and funds, and building of local capacity in the infrastructure sector. The initiative also seeks to deepen cultural and people-to-people exchanges, fostering stronger ties between China and partner countries. Despite challenges, the BRI has significantly altered global trade dynamics and continues to expand its scope and influence, making it one of the most ambitious and far-reaching international development projects in recent history. Its long-term success will depend on the ability to balance the economic opportunities with the political and environmental risks it presents.*

**Keywords:** Dynamics, Belt and Road Initiative (BRI), Community of a Shared Future, China-Africa Cooperation, Africa, China, Initiative.

## **Introduction**

The Belt and Road Initiative (BRI), launched in 2013 by President Xi Jinping, is widely considered to be the centerpiece of China's new foreign policy and a reflection of its ascendancy in the global arena, economically, politically, and strategically. Many researchers view BRI as a multifaceted and connectivity oriented grand strategy designed to serve China's ambitious geostrategic and geo-economic interest. Its importance to China is underscored by the substantial financial, diplomatic, and intellectual resources that the country has already committed to the initiative (Cesarani, 2016; Minghao, 2016; Rolland, 2017; Yu, 2017; Zhao, 2020; Zhou & Esteban, 2018). A broad range of factors have been identified as the motivators of BRI. Wang (2016) suggests that the initiative emerged from the combined pressure of slowing down of Chinese economy, US pivot to Asia and deterioration of the relationship with neighboring countries after weathering the storm of the global financial crisis in 2008. For Liu and Dunford (2016), BRI reflects China's rise as a global power, industrial redeployment, increased outward investment and need to diversify its energy sources and routes. Zhou and Esteban (2018) consider it as an initiative that serves as a decisive strategic maneuver for China to ensure security and promote power status in the international order, moving from rule-taker to rule-maker. According to Ye (2019), BRI is a mobilization campaign of the Chinese political leaders in order to deal with domestic and diplomatic challenges.

For Africa, cooperation with China on infrastructure development started much earlier than the launch of BRI. For instance, China was involved in the construction of the TAZARA railway linking Tanzania and Zambia in the 1970s. Being an inter-continental connectivity initiative, many expect BRI's benefits in Africa to be regional in nature. However, China's past approach to partnership on infrastructure development in Africa may shape the trajectory of BRI on the continent. This concern has rekindled the debate on whether China's partnership with Africa focusses more on bilateral than multilateral cooperation. This debate raises pertinent questions. For instance, what are the incentives for China to invest in Africa's regional infrastructure projects? What strategies could Africa pursue to optimize its benefits from BRI from a regional perspective? The objective of this paper is to answer these questions. The paper uses international cooperation theory to analysis Africa-China cooperation in infrastructure development and proposes strategies for a 'win-win' partnership between Africa and China on BRI.

## **Material and Methodology**

This qualitative research is designed to explore the influence of China's Belt and Road Initiative (BRI) on its relationship with Africa. By using content and thematic analysis, the study aims to uncover the patterns and deeper meanings behind this evolving relationship. To gather relevant data, two main sources were tapped into:

**Primary sources:** included official documents, policy papers, and key speeches from Chinese and African government officials. These materials provide first-hand insights into the intentions and strategic interests of both sides in shaping this partnership.

**Secondary sources:** encompassed a range of academic literature, reports from international organizations, and reputable news outlets. By reviewing books, journal articles, and institutional reports (such as from the World Bank and IMF), the research integrates multiple perspectives on the BRI's impact. This also helps in balancing more formal, official narratives with independent analyses.

For the analysis phase, thematic and content analysis is employed to identify recurring themes across three major dimensions: economic, political, and socio-cultural cooperation. Economically, it examines how trade, investments, and infrastructure projects have evolved under BRI. Politically, the research looks at shifts in

diplomacy, security collaborations, and governance. Socially and culturally, it traces how educational programs, tourism, and grassroots exchanges are shaping the public perception of the relationship. To enhance the validity of the research, several measures were taken. Triangulation, by using multiple data sources, ensures that findings are not based on just one perspective. Member-checking with key informants further ensures that interpretations align with the realities experienced by the participants. Peer debriefing provides an additional layer of credibility by allowing other researchers to review and challenge the conclusions. Through this robust design, the study aims to present a comprehensive and balanced understanding of how the Belt and Road Initiative is influencing the relationship between China and Africa, across multiple levels of interaction.

### **Definition of Keywords:**

**Dynamics:** Refers to the forces or factors that influence the behavior and outcomes of a system or relationship over time. Context in Research: In the context of the Belt and Road Initiative (BRI) and China-Africa cooperation, "dynamics" refers to the evolving interactions, impacts, and mechanisms driving the relationship between China and African countries, particularly under the BRI framework. It involves understanding the political, economic, social, and cultural changes in the partnership.

**Belt and Road Initiative (BRI):** A global development strategy initiated by China in 2013, aimed at enhancing infrastructure connectivity and fostering trade relations between China and other countries across Asia, Europe, Africa, and beyond.

**Community of a Shared Future:** A concept promoted by China, which emphasizes the interconnectedness and interdependence of nations in achieving common prosperity, development, and peace.

**China-Africa Cooperation:** The economic, political, and social partnership between China and African nations, particularly in areas such as trade, investment, development aid, and diplomacy.

**Africa:** The continent consisting of 54 countries, known for its diverse cultures, economies, and natural resources. Context in Research: Africa represents the region that has become a significant focus of China's foreign policy, trade, and investment strategies under the BRI. The research could explore how African nations are participating in or responding to Chinese investments and partnerships, as well as the impacts on their economies and societies.

**Initiative:** A plan or strategy intended to solve a problem or achieve a specific goal, often involving significant effort or innovation. Context in Research: The BRI itself is an initiative by China, aiming to establish stronger global trade networks through infrastructure development. The research might assess how well the BRI serves as a strategic initiative for both China and Africa, analyzing its effectiveness and long-term sustainability.

### **Literature Review**

The Belt and Road Initiative (BRI) is a massive undertaking by China to promote economic cooperation and development across the globe, with Africa being a key partner. At its core, BRI aims to create a community of shared future, where countries collaborate to achieve common goals. The BRI first announced in 2013 by Chinese President Xi Jinping, then in his second year in office, during a state visit in Kazakhstan. The plan is comprised of two multipronged trade routes, by land (the Economic Belt) and by sea (the Maritime Silk Road), (tacitly or openly) acceded to by more than 70 countries. The scale and scope of the BRI is staggering. Estimates vary, but over three hundred billion have already been spent, and China plans to spend one trillion dollars more in the next decade or so (Manuel, 2017:1). The implications of the global economy, and by extension for global politics, are still to unfold and therefore are still to be unpacked. But it falls within the

arch of Chinese foreign policy since 1978 with the Reform and Opening Up policies under Deng Xiaoping, and most recently within the trajectory set in motion since 2001. In that year, China adopted 'Going Out' Strategy that encouraged Chinese firms to participate in cross-border investment. Since then, Chinese Outward Foreign Direct Investment (OFDI) has been increasing rapidly, reaching one hundred and eighteen billion dollars by 2015. As the third largest FDI source country and at the same time a developing country, China arguably bears different characteristics when it comes to the motivation and risk attitude of its foreign investment (Liu, Tang, Chen, & Poznan ska, 2017: 1374).

From the Chinese point of argument, at the Centre of the combined concepts collectively known as the BRI is the idea of 'shared prosperity,' with linkages of China with Africa, Europe, the Middle East, Central Asia and South Asia (and these entities to each other). Given the AU's preoccupation with achieving Agenda 2063, the question to be pondered is that of to what extent China's project can benefit the African continent. For its part, Beijing has expressed support for African integration; expressing that it prefers to deal with a singular African interface than a kaleidoscope of African countries (Ndzendze & Zumbika-Van Hoeymissen, 2018:1). While performed at the bilateral level, the African Union (AU) has sought to mediate and plan AfricaChina relations at the continental level as well. This is not only to ensure maximum benefit extraction from the PRC, but also to create structures for continental integration if foreign policy.

The fact that the Southern African Development Community (SADC) has a free trade area in place since 2008, many scholars and institutions have noted that intra-regional trade remains very low, at only 10%, and largely dominated by South Africa whose exports constitute 70% of the intra-regional imports (Chidede, 2017). Regarding China in particular, SADC economies are characterized by high concentration on the production of primary products for export with little value addition (Nwangbo, 2016: 21). A 2016 study by Nwangbo has revealed that the Sino-SADC relationship has accrued mixed outcomes at best vis-à-vis regional integration; the trade pattern has contributed to SADC's over-reliance on primary products for export earnings, 'and thus has encouraged the influx of the Chinese products into the region, undermining its intra-regional trade and integration' (Nwangbo, 2016: 22). This is generally reflected in other parts of the continent, with total intra-ECOWAS trade standing at 12% (Jahateh, 2017: 1). This is the essential problem of the Africa – China relationship when it comes to regional integration: the very features which have allowed it to spike (i.e.; China's thrust into the continent at the behest of an economic boom) are amongst the obstacles to fruitful economic integration in the continent.

At the core of the reservations are fears that the initiative is less about philanthropy and more about hard power. Stanzel (2017:1) observes; contrary to what Xi states, the BRI is increasingly seen as both a geoeconomic and geo-political strategy, rather than just a soft power initiative. Some sceptics see the plan largely as a strategy, rather to bolster China's regional and even global leadership ambitions. Others have even noted a militaristic undertone to the BRI: In reality, Beijing's acquisition of more than a dozen ports across the Indian Ocean is a state-directed effort to bolster Chinese political influence and extend its military reach from Indonesia to East Africa (Johnson and Luce, 2018).

Perhaps fueling the speculation has been the informational deficit in the early days of the initiative. Grossman (2017: 1) argues that the BRI 'provoked a wide variety of reactions, partly because details of the new strategy were slow to emerge. While the stated goal of One Belt, One Road (OBOR) is to expand ties between Asia, Africa and Europe across a range of sectors, uncertainty about the precise aims and impact of the policy remain.' Johnson and Luce (2018) further add that "the economics of the deals are questionable, political control is nearly absolute, and one of the main drivers is to give the Chinese navy the possibility of far-reaching logistical support under the cover of seemingly innocuous commercial operations." For its part, and perhaps expectably, Beijing has maintained that it is committed to taking an inclusive approach to trade and diplomacy through the BRI, with Xi Jinping (2018: 42) writing in The

Governance of China II that: China is committed to an independent foreign policy of peace and developing friendly cooperation with all other countries on the basis of the Five Principles of Peaceful Coexistence. China follows the basic state policy of opening up, developing its economy with the door open to the outside world. Through major international cooperation projects like the Belt and Road Initiative, we work to create a more comprehensive, diversified and deeper opening-up structure.

A modern, twenty-first century version of this may be the case with the BRI, with Wu, Alden and Sidiropoulos (2017) stating that ‘thanks to the initiative’s massive financial ambitions, it’s likely to have a ripple effect on a number of regions.’ Africa does not escape this analysis: ‘for example, the impact could be felt across Africa, although its significance, in relation to other regions, remains unclear. It could help the continent plug its infrastructure deficit, a necessary step for economic growth on the continent, and in particular industrialization’ (Wu et al., 2017). Indeed, as early as 2014, scholarly literature already appeared which mentioned the BRI framework as relevant for multiple African states. Among these were Djibouti, Egypt, Ethiopia, Gabon, Kenya, Mozambique, Tanzania, and Tunisia.

At the same time, others disputed the includability of Africa in the megaproject, citing a 2013 map released by the Chinese government which provided a rough indication of the paths of the roads, and in which Africa appeared only as a peripheral zone. On the map it appeared that only Nairobi, itself not historically a port city, was the only African city identified as a BRI hub for the Maritime Silk route (MSR) (Breuer, 2017). Kenya’s presence in the Belt and Road Forum was nonetheless noteworthy, and soon other African states were touted as participants and sites of the BRI. During the BRF, China signed economic and trade cooperation agreements with 30 countries, among them two African ones: Kenya and Ethiopia. And as other African countries expressed interest, ‘China responded, at least rhetorically, in favour of their inclusion’ (Wu et al. 2017). By late 2017, there was already speculation that Africa was to be a participant in the BRI, with its official inclusion imminent. At least one 2017 study noted that. The maritime silk road is supposed to go past the coast of East Africa, where several ports are being built and will be built. Furthermore, ports are not only planned and under construction on the maritime silk road’s direct way along Africa’s east coast through Suez Canal, but also on coasts of Central and West Africa. Some of those ports are planned to be connected to Africa’s hinterland by roads and railways – in some cases all the way from the east coast to the west coast. OBOR is thus not only about Eurasia, but also to a significant extent about Africa (Breuer, 2017: 1). Speculation ended when during the 2018 FOCAC summit, the PRC officially announced that Africa would form part of the BRI. The question, now it would seem, is of how much, if at all, the BRI-Africa nexus is to take place within the provisions and vision outlined within the African Union’s Agenda 2063 rather than in arbitrary or entirely bilateral (China-Kenya, or China-Egypt) terms. For its part, ‘China is also supportive of Africa’s home-grown development plan as set out in the African Union’s Agenda 2063. There are clear synergies with the Belt and Road initiative that support greater connectivity. And as African countries have expressed interest, China has responded, at least rhetorically, in favour of their inclusion’ (Wu et al., 2017).

The BRI and Africa’s aspirations are therefore intertwined and mutually achievable; what is missing however in the minimal but growing literature on the BRI-Agenda 2063 literature is the direct explication of how the two grand plans could interlock. It is to these synergies that the paper now turns, giving intervention to the generally lacking systemization of causal pathways in the current prognoses. In Brief, the Literature reviews on the Belt and Road Initiative (BRI) reveals a complex and multifaced phenomenon with various economic, geopolitical, environmental, and social implications. While BRI offers opportunities for economic growth, regional integration and global connectivity, it also raises concerns about debt sustainability, environmental degradation, labor rights and geopolitical tensions.



### **Theoretical Framework**

The Liberalism theoretical framework provides a comprehensive perspective on the Belt and Road Initiative (BRI), emphasizing the importance of economic interdependence, international cooperation, and institutionalism in promoting peace and stability. According to Liberalism, states prioritize economic gains over security concerns, recognizing that economic interdependence fosters cooperation and reduces conflict. In the context of BRI, economic interdependence is achieved through increased trade, investment, and infrastructure development among participating countries. This, in turn, promotes mutual benefits, trust, and cooperation. International cooperation is another crucial aspect of Liberalism, highlighting the importance of diplomacy, institutions, and agreements in facilitating cooperation. BRI's institutional framework, including the Asian Infrastructure Investment Bank (AIIB) and the Silk Road Fund, exemplifies this cooperative approach. These institutions provide a platform for countries to engage in collective decision-making, share resources, and address common challenges.

Liberalism also emphasizes the role of institutions in reducing transaction costs and promoting cooperation. BRI's institutional framework aims to streamline trade and investment procedures, enhance transparency, and ensure accountability. By establishing clear rules and norms, BRI's institutions facilitate cooperation and reduce the risk of conflict.

The Liberalism framework assumes that economic interests drive state behavior and that cooperation is more beneficial than conflict. In the context of BRI, this assumption holds true, as participating countries prioritize economic gains over security concerns. However, critics argue that this approach neglects security concerns and may lead to Chinese dominance. Empirical evidence supports the Liberalism framework, demonstrating increased trade and investment among BRI participating countries, growing regional cooperation, and diplomatic engagement. Case studies, such as the China-Pakistan Economic Corridor (CPEC) and the China-ASEAN Free Trade Area (CAFTA), illustrate the effectiveness of BRI's cooperative approach. Despite its strengths, the Liberalism framework has limitations. Overemphasis on economic gains may neglect security concerns, and the institutional framework may be vulnerable to Chinese dominance. Moreover, cooperation may be limited by differing national interests. To address these limitations, future research should investigate BRI's impact on regional economic integration, analyze the effectiveness of BRI's institutional framework, and examine the role of non-state actors in BRI cooperation. Quantitative and qualitative research methods, including comparative case studies, can provide valuable insights into BRI's dynamics. In conclusion, the Liberalism theoretical framework provides a valuable perspective on BRI, highlighting the importance of economic interdependence, international cooperation, and institutionalism in promoting peace and stability. While limitations exist, the framework offers a comprehensive understanding of BRI's dynamics and informs policy decisions.

### **Findings and Discussions**

The Countries of the Belt and Road Initiative (BRI) are spread across all continents: 44 countries are Sub-Saharan Africa, 34 Countries are in Europe and Central Asia, 25 Countries are in East Asia and Pacific (including China), 22 Countries are in Latin America and Caribbean, 19 Countries are in South East Asia. This also include 17 Countries of the European Union (EU) and 8 Countries of the G20 (Nedopil, Christoph, 2023).

#### **Particularly to Africa:**

NORTH AFRICA: Egypt, Algeria, Morocco etc

EAST AFRICA: Ethiopia, Tanzania, Uganda etc

SOUTH AFRICA: South Africa, Zambia, Angola etc

WEST AFRICA: Nigeria, Ghana, Senegal etc

CENTRAL AFRICA: Chad, Cameroon, Gabon etc

ISLAND NATIONS: Mauritius, Cape Verde, Sao Tome and Principe (Ian Taylor, 2017).

Alongside indeed China present-day engagement in Africa is not entirely new as developing countries in Africa have frequently received attention from the leadership in Beijing in specific historical time periods. The mid-1950s and early 1960s, for instance, saw China's attempt to position itself in a supportive role towards independent Africa by appealing to anti-colonialism and anti-imperialism (Gurtov 2013: 40), while China appears to emerged as a counter- balancing force to the United States and the leader of Third World in the post-cold war period (Muekalia 2004). While it is not entirely exporting the Chinese model (Fukuyama 2016), Beijing's efforts to incorporate Africa into the Belt and Road Initiative is an incentive-based approach to getting Africa to facilitate the Chinese Dream of national rejuvenation. The following table provide overview of the focuses of Belt and Road Initiative between China and Africa Cooperation.

**Table 1:** Aspect, findings and discussion of the China and Africa Cooperation on Belt and Road Initiative, as though this finding are but a few to be mention. This table 1, shortly illustrate the major attempt in different sectors between the China-Africa Cooperation.

ASPECT	FINDINGS	DISCUSSION
Economic Cooperation	Increased Trade (\$200bn in 2020)	Mutual benefits, Market Operation
Investment	\$150bn Chinese Investment in Africa (2013-2020)	Diversification, Industrialization
Infrastructural Development	Transportation Networks ( Rail, Road and Sea/Ports)	Regional Connectivity, Economic zones, Energy Project (Renewable Fossil Fuels, Power Supply and Industrial Growth
Peace and Security	Joint Military Exercise, Counter Terrorism	Regional Stability, Security Cooperation
People to People Exchange	Cultural Exchange, Education	Mutual understanding Cooperation, Tourism, People to People Diplomacy
Environmental Protection	Renewable Energy, Green Infrastructure	Sustainable development, Climate Action, Shared Eco-responsibility

**Source:** Nedopil, Christoph (2023):" Countries of the belt and road initiative Shanghai, Green Finance and Development Center, FISF Fudan University, ([www.greenfdc.org](http://www.greenfdc.org)).

**Table 2:** The following table provide an overview of the countries of the Belt and Road Initiative (BRI). The field income group is according to the world bank categorization. Countries without the Memorandum of Understanding (MoU) denotes that we could not find independent information about the signature of Memorandum of Understanding to become an official country of the Belt and Road Initiative (BRI).

Country	Country Code	Region	Income group	Likely date of MoU
ALGERIA	DZA	Middle East and North Africa	Upper Middle Income	July 10, 2018
BENIN	BEN	Sub-Sahara Africa	Low Income	September 1, 2018
EGYPT	EGY	Middle East and North Africa	Lower Middle Income	January 1, 2016
NIGER	NER	Sub-Sahara Africa	Low Income	
NIGERIA	NGA	Sub-Sahara Africa	Lower Middle Income	September 1, 2018
SOUTH AFRICA	ZAF	Sub-Sahara Africa	Upper Middle Income	December 1, 2015
UGANDA	UGA	Sub-Sahara Africa	Low Income	September 1, 2018
UNITED ARAB EMIRATE	ARE	Middle East and North Africa	High Income	July 1, 2018

**Source:** Nedopil, Christoph (2023): countries of the Belt and Road Initiative, Shanghai, Green Finance and Development Center, FISF Fudan University, ([www.greenfdc.org](http://www.greenfdc.org)).

In reference to table 2, for some countries that are listed as having signed a Memorandum of Understanding (MoU) for the BRI, the availability of information is limited and partly contradictory for example NIGER have not published a confirmation of signing a full MoU for bilateral cooperation under the Belt and Road Initiative or even denied it. Some countries MoU's have potentially also expired due to their initial duration of 5 years (Christoph, 2023).

### **Conclusion**

The Belt and Road Initiative (BRI) represents a significant shift in global economic dynamics, particularly in the context of China-Africa cooperation. This initiative not only seeks to enhance infrastructure development and trade connectivity between China and African nations but also aims to foster a community of shared future that emphasizes mutual benefit and sustainable development. The success of the BRI in Africa relies heavily on understanding and addressing the unique needs and aspirations of African countries, ensuring that projects are tailored to local contexts and contribute to long-term economic growth. Moreover, the partnership fosters cultural exchange and knowledge transfer, which can empower African nations to harness their resources effectively and build resilience against global challenges. As China and Africa navigate this complex landscape, collaboration, transparency, and inclusivity will be essential to mitigate risks and enhance the positive impacts of the BRI. Ultimately, the dynamics of the Belt and Road Initiative can pave the way for a stronger, more integrated China-Africa relationship, advancing shared goals for prosperity and development on both sides.



## **Recommendations**

1. **Study Geopolitical Impacts:** Research shows how the BRI is reshaping global geopolitics, particularly China's influence in Asia, Africa, and Europe. Analyze how it affects existing alliances (e.g., the US, EU, and Russia) and regional dynamics, such as in South Asia and the Middle East. Consider case studies like Pakistan (CPEC) and Central Asian countries.
2. **Economic Development and Debt Diplomacy:** It investigates the economic impact of the BRI on partner countries. Examine how BRI infrastructure projects affect local economies, especially the balance between economic growth and rising debt. Theories of "debt-trap diplomacy" can be explored, comparing instances of success (e.g., Kenya's Mombasa-Nairobi Railway) and controversy (e.g., Sri Lanka's Hambantota Port).
3. **Environmental and Sustainability Aspects:** Research shows the environmental impact of large-scale infrastructure projects under BRI. Many initiatives have been criticized for contributing to deforestation, pollution, and biodiversity loss. You can analyze China's green BRI policies, and whether they are effectively addressing these concerns, or if there is a gap between policy and practice.
4. **Global Trade and Connectivity:** It explores how BRI is altering global trade routes, supply chains, and logistics. For example, research on new rail connections between China and Europe or the maritime Silk Road's impact on ports in Southeast Asia and Africa. Study how BRI is integrating emerging markets into the global economy and changing the balance of trade.
5. **Cultural and Soft Power Diplomacy:** It investigates the cultural dimension of BRI, particularly China's use of soft power to build stronger ties with participating countries. This could include Confucius Institutes, cultural exchanges, media presence, or digital infrastructure. Study how China's cultural diplomacy efforts are received in different regions, and whether it has enhanced its global image.
6. **The Africa-China Cooperation can enhance transparency and accountability in investment thereby enforcing the agenda of the cooperation between China and Africa Cooperation to enhance clear, précised, accurate and account that can be accounted for with the Belt and Road Initiative toward evaluating loopholes between several nations involve in Belt and Road Initiative**
7. **This movement can also Promote African ownership and Leadership in progress in such a way that sectors and Industrialization and management of affairs with standard can be over seen by indigenous citizens.**
8. **This movement can Foster skills development and technology transfer within African countries due to the fact that African technology are weak, the involvement of China into Africa Cooperation can create a room for mobilization of new technology and skills development in machinery and all other aspect.**
9. **African leaders can Strengthen people to People diplomacy along the sphere of negotiations, communication and agreement with China in other to influence free flow communication.**
10. **This cooperation of Africa-China relationship can Address debt sustainability within Africa nations and environmental concern in regard to climate change, environmental regulations to address health hazard.**

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