

International Trade Dispute Resolution Strategy Based on the "Belt and Road"

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Abstract: The international trade dispute settlement mechanism mainly includes bilateral negotiation, plurilateral integration, and multilateral WTO dissolving mechanism. The relevant domestic and foreign literature seldom involve the choices and advantages and disadvantages of these three mechanisms. This paper uses a theoretical framework of the game to analyze the welfare of a single country under different settlement mechanisms and the total welfare status of the world from the perspective of the difference between the state and the type of trade product market. As a result, it has been found that for large countries with market power, the fewer the participating countries are, the better the mechanism is for them, and for smaller countries that do not have market power, the more participating countries are, the more beneficial the mechanism is, and the mechanism for multinational participation is also more effectively beneficial for the world's total welfare. Therefore, when choosing a trade dispute resolution mechanism, China must make a reasonable choice based on the market competition of the disputed commodities and the price influence and control ability; from the perspective of the market characteristics of most of China's export commodities, and the mechanisms for more countries to participate may be more favorable.

1. Introduction

In recent years, under the impetus of new global trade trends, a new round of international trade order and rules system is under construction. Developed countries such as the United States, Britain, and Japan are exerting their influence on the implementation of regional agreements such as TPP, RECP and TTIP. As a result, China is faced with increasing pressure and challenges [1]. With the implementation of the "One Belt and One Road" initiative, we can respond more positively to these challenges. Through economic and trade exchanges and cultural exchanges with countries along the route, we can further explore the mutual aspirations of each other; and make full use of their respective comparative advantages. At the same time, it can promote the deep opening of the economies along the route, constantly improve the policy system, and improve the quality of international trade. In fact, "One Belt and One Road" is the key to our country's response to the new round of changes in international trade rules. It allows developing countries to break through the constraints of the trade rules of developed countries and use their own regional agreements to trade with neighboring countries. The reconstruction of the structure can truly achieve mutual benefit and mutual benefit among the member states [2]. In the implementation of the "One Belt and One Road" initiative, involving many countries in Asia, Europe and Africa, China needs to establish a brand-new inter-state trade cooperation system with a full-scale opening-up attitude. In this process, to increase the scale of trade with countries along the route, more efforts are needed in infrastructure construction, energy and real economy trade cooperation, and lay a realistic foundation for restructuring the trade pattern and the new trade order.

2. The Construction of Trade Structure and New Trade Order under the Belt and Road

In order to further enhance our country's influence in the world economy and trade, in the face of the economic globalization's "reverse globalization" impact, in addition to accelerating domestic economic construction, we should also rely on the implementation of the "One Belt and One Road"

initiative for our country. Build a new channel for trade with countries and regions along the route. Especially in recent years, China's domestic economy has developed rapidly and trade with many countries in the world has become increasingly frequent. However, due to the influence of "One Belt and One Road", the trade pattern between China and the countries along the route and the trade pattern between other countries and regions in the world are changing, and this has also caused certain changes in the construction of the new trade order. Obstruction.

With the "One Belt and One Road" field as the background, the foreign trade pattern of China and other countries and regions along the route will be transformed and upgraded. In this opportunity, all economies should not only carefully observe and accurately predict this, but also we must continue to seek and create platforms and channels conducive to foreign trade with a large policy environment to lay the foundation for the construction of a new trade pattern.

In past foreign trade practice, China and most of the economies along the "One Belt and One Road" are mostly in the low-end position of the product chain, and generally take the import and export of industry and agriculture as the main form, in terms of trade ratio and market share. Most of them are constrained by Western developed countries, and to a large extent have affected the construction and healthy development of foreign economic and trade relations, and have also had a certain impact on domestic economic and social progress. Based on the "One Belt and One Road" background, China initiated and set up the AIIB and Silk Road Funds to unite with countries and regions along the route to increase investment in the research and development of new technologies and products, and encourage public participation in various ways. Innovation and entrepreneurship have enabled the countries along the route to take full advantage of their advantages in human resources, material resources and other aspects, and have created and driven a number of new industries to play an active role in the national market along the prosperity line. In addition, to take this opportunity, the position and international influence of these emerging industries in foreign trade have been continuously improved [3].

Since the reform and opening up, China's foreign trade has maintained a stable and healthy development trend. It has always played a pillar role in the national economy, and has largely ensured the sustained and healthy development of our country's economy. It has remained between China and other countries and regions. The key support of good politics and economic and trade exchanges [4]. Under the background of the "One Belt and One Road" initiative, relying on the AIIB and the Silk Road Fund, the trading potential of Southeast Asia, Central Asia and West Asia and some European countries will be fully stimulated. Those countries that have had relatively little trade with China and have a relatively small trade volume will use this opportunity to better promote the trade between China and the country, and increase the scale of the regional economy.

With the "One Belt and One Road" initiative as the backdrop, foreign trade partnerships between countries and regions along the route will become more diverse. In the past foreign trade of our country, Japan, the United States, France, Germany, South Korea and other countries have always been important trading partners of China. Trade interactions with these countries account for a large proportion of China's foreign trade, which has led to China's foreign trade. A single partnership will, to a large extent, be limited by political relations, making it difficult to effectively use and utilize the advantages of resources, products and markets around the world. After the implementation of the "One Belt and One Road" initiative, some developing countries in Asia and Europe will develop into important trading partners of China. This will not only balance the development trend between regions, but also optimize China's foreign trade structure and reduce the Developed countries rely on trade.

3. The Key Requirements for the Restructuring of the "Belt and Road" trade pattern

One of the key goals of the One Belt and One Road initiative is to promote trade between China and the countries along the One Belt and One Road route to build a new trade pattern. However, in this process, China Investments in countries along the route, especially investment in infrastructure construction, will not be directly subject to market inspections; however, trade between China and the countries and regions along the route will be subject to the market, and past experience shows

that trade policies are Effectively, it is necessary to accept the market test before reaching conclusions. Therefore, under the new economic conditions, more specific practical requirements will be put forward for the reconstruction of the "One Belt and One Road" trade pattern, such as the integration of regulatory mechanisms and disputes. The universalization of the solution mechanism, the systematization of the policy information docking mechanism, and the facilitation of the customs clearance mechanism [5].

Constructing a new trade pattern based on "One Belt and One Road" under the new economic conditions requires the use of various carriers such as bilateral, multilateral and regional and international high-level forums to allow more communication between the government and enterprises and to build The dialogue and cooperation mechanism between the government and the business community. For example, a "policy research committee" for "One Belt and One Road" regional cooperation can be established to promote and strengthen the interconnection and interoperability in relevant policy areas, and with the help of adjustments and convergence between policies, to eliminate disputes between countries along the route. Barriers due to policy conflicts reflect the normative and coherent cooperation behaviors, reflect the transparency of regulations, and improve trade and investment facilitation. At the same time, we must pay attention to the fact that information flow is regarded as a prerequisite for trade operations. In actual operation, it should be promoted together with business flows, logistics, and capital flows to promote the construction of trade operations and new trade patterns. In the current period, the dynamics of the international society's economic environment have been significantly enhanced. If information is poorly displayed or information is asymmetrical, international trade risks will increase invisibly. As a result, trade and investment losses resulting from this will be incalculable. Trade and investment risks based on "One Belt and One Road" are difficult to completely avoid. By building information sharing mechanisms and frameworks to optimize poor information and asymmetrical information, trade risks between countries along the route can be reduced. It can be said that in the current information society, trade convenience is roughly equivalent to information convenience. Therefore, in the process of constructing the information sharing mechanism, it is necessary to build a "One Belt and One Road" data alliance based on multilateral cooperation or a modern information data center to optimize the "One Belt and One Road" regional business information and data system. , Facilitating the transparency of regional trade contacts and related documents and formats, and transparency of trade procedure documents, enabling countries along the "One Belt and One Road" and related economies to obtain strong data support and information assurance in trade and investment cooperation.

"One Belt and One Road" runs through the East and West, and is connected to the European Union and the European Union. However, due to the influence of historical and practical factors, the interconnection and intercommunication between the countries and regions along the route need to be strengthened. Otherwise, the patency of investment and trade will not be able to keep up with the rapid economic and social development in the Asia-Pacific region. To this end, it is necessary to further establish a good international business environment, and improve the trade facilitation level through perfecting and perfecting the trade cooperation mechanism so as to realize the production factors such as capital, technology, talent, and information along the "One Belt and One Road" and even Global free flow, optimized allocation of more resources. Among them, as a national shield, the customs can better guarantee global trade security and enhance the level of facilitation between countries. It has always played a key role in promoting economic and social development and the level of global economic development. Therefore, the level of trade facilitation between countries and regions along the "One Belt and One Road" level will be directly linked to the level of customs clearance services.

4. Conclusion

The occurrence and settlement of international trade disputes is the process of redistribution and competition for trade interests between trade parties. The choice of dispute resolution mechanism is only one of the game strategies. We give each party's optimal choice from the perspective of

unilateral welfare maximization. However, the final equilibrium result depends on different situations. There is no one-size-fits-all strategy.

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