

# 12 An Analysis of China-US High-Speed Rail Strategic Cooperation from the Perspective of Human Destiny Community

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## ABSTRACT

Previous studies on China-US high-speed rail cooperation have focused heavily on potential benefits and disputes, but the rationale behind the huge potential capacity of cooperation has rarely been examined, especially from the perspective of the concept of Human Destiny Community. This paper intends to scrutinize the significance of China's high-speed rail diplomacy toward the United States and the potentiality of their strategic cooperation from the perspective of Human Destiny Community, even when their cooperative prospect has been shadowed by the escalation of the trade war and the unprecedented outbreak of the COVID-19 pandemic. With such scrutiny, the intention of China's high-speed rail diplomacy will be better understood, allowing the challenges facing China and achieving its goals to be explained from another angle. To achieve these academic goals, this paper is conducted in terms of these two countries' different historical backgrounds of railway system development and the possible hindrances to their cooperation resulting from their administrative, judicial, and social discrepancies. It concludes that in the future, the two countries should change the mindset of a zero-sum game and expand their common ground in order to further promote their own respective advantages in cooperation, i.e. Chinese high-speed rail technology and low costs and America's post-industrial advantage such as financial capacity. This China-US cooperation will inspire the entire population with a win-win thinking pattern and realize the overall prosperity of the Human Destiny Community.

## KEYWORDS

Chinese and American high-speed rails, strategic cooperation, Infrastructure developments, Human Destiny Community

## INTRODUCTION

With economic development and global integration, China is striving to move from a Manufacturing Country to a Manufacturing Great Power. China's high-speed rail has completely independent intellectual property rights, representing China's advanced productivity in many related industries, and it has distinctive Chinese characteristics and its spillover effect in the global sense. As one of the New Four Great Chinese Inventions, the high-speed rail has gradually become a Chinese calling card. For example, China has built many projects such as Indonesia's Yawan High Speed Rail, the China-Pakistan Railway, and the Saudi Mai-mai High Speed Rail. However, China-US high-speed rail cooperation has experienced many difficulties and hardships, which was further shadowed both by previous failed cases and the ongoing trade war.

What strategy has China adopted to access American markets for high-speed rail and other infrastructure development? Who are the major opponents to China's plan to develop high-speed rail in the region? What are the major challenges for China's high-speed development proposals? This article intends to bridge this research gap by re-examining these issues in terms of the thinking behind China's eagerness to export its high-speed rail technology to the US and the challenges facing implementation of its proposals. To be concrete, it will compare the history and status quo of Chinese and American high-speed rail development in order to further analyze the possible merits and demerits of their cooperation, especially from the perspective of Human Destiny Community. Though there are some hindrances existing in China-US high-speed rail cooperation, it is still necessary to reconsider the cooperative strategy in the future because of the Human Destiny Community. This three-dimensional analysis includes internationalization of China's high-speed rail development, analysis of China-US cooperation hindrances in the high-speed rail industry, and strategic reconsideration of their future cooperation from the perspective of the Human Destiny Community.

## INTERNATIONALIZATION OF CHINA'S HIGH-SPEED RAIL DEVELOPMENT

### Advantages of Chinese High-speed Rail

Rail travel is one of the principal means of long-distance transportation in China. In 2014, railways delivered 2.357 billion passenger trips and generated 1,160.48 billion passengers, compared to 1.456 billion trips and 772.8 billion passenger kilometers in 2008 (Wei 2019, p. 98). The construction of China's high-speed railway began in 1999. With over ten years of development, the scale and operating speed of the Chinese high-speed railway network have reached a relatively high level in the world. These achievements have been built on Chinese institutional, technological, and industrial bases.

Chinese institutional advantages can be traced back to the Twelfth Five-Year Plan. The Chinese Twelfth Five-Year Plan witnessed the transformation of China's railway system by quickly promoting the formation of the State Railway Administration, the separation of government and enterprise, and the simplification of approval procedures in the railway administration. During that period, railway investment, financing system reforms, and market-oriented railway transportation price reforms were carried out simultaneously. These supportive policies laid a solid institutional foundation for the international development of China's high-speed rail and further stimulated the vitality of the high-speed rail market.

In terms of China's technological advantages, China's high-speed rail currently maintains the world record not only for the highest operating speed, but also for the lowest operating temperature. In June 2014, China successfully developed an 8-inch IGBT chip, indicating that China's high-speed rail has the first Chinese Heart, that is, the first Chinese Intellectual property high-speed rail chips. In addition, CRRC has also manufactured IGBT traction converters through smart lines, and all indicators have fully met world standards. The current production time is shortened by nearly 60% compared with its previous production time. On September 21, 2017, Fuxing EMU in China took the lead in successfully operating at a

speed of 350 kilometers per hour on the Beijing-Shanghai high-speed rail, indicating that China had become the country with the world's fastest commercial high-speed rail. China High Speed Rail is leading the world with China Speed (Wei 2019, p. 99).

In terms of China's industrial advantages, China had the operating mileage of 29,000 kilometers of high-speed rail by the end of 2018, which accounts for 66.3% of the total high-speed rail mileage in the world and ranks first in the world (Wei 2019, p. 98). By the end of 2018, China had basically built a Four Vertical and Four Horizontal High-speed Rail Network, and the construction scale was continuously expanding. It is currently building an Eight Vertical and Eight Horizontal High-speed Rail Network. As one of the leading powers in the high-speed rail construction and operation, China has continuously accelerated and upgraded, and it has a massive operation database. Furthermore, as for Chinese high-speed rail enterprise leadership, the CNR Group and the CSR Group were reorganized into the CRRC Corporation Limited in order to achieve substantial development. CRRC has a stronger R&D capability, higher operating efficiency, lower procurement costs, and greater profit margins. It will benefit from global integration and strategies and further improve its international competitiveness in the high-speed rail industry.

### Internationalization of China's High-speed Rail

China has made astonishing strides in the development of high-speed rail over the past few years. Prior to 2003, China did not have a single kilometer of high-speed rail, but it had the world's largest high-speed railway network with nearly 10,000 kilometers of track in operation by 2012. According to China Statistics Yearbook 2019, the basic operation and passenger situations of Chinese high-speed rail during 2008–2018 are as follows in Table 1.

*Table 1: The basic statistics of Chinese high-speed rail during 2008–2018*

Year	Length in Operation (km)	Percentage of Length of Railways in Operation (%)	Passenger Traffic (10,000 persons)	Percentage of Railway Passenger Traffic (%)	Passenger-Kilometers (100 million passenger-km)	Percentage of Railway Passenger-Kilometers (%)
2008	672	0.8	734	0.5	15.6	0.2
2009	2,699	3.2	4,651	3.1	162.2	2.1
2010	5,133	5.6	13,323	8.0	463.2	5.3
2011	6,601	7.1	28,552	15.8	1,058.2	11.0
2012	9,356	9.6	38,815	20.5	1,446.1	14.7
2013	11,028	10.7	52,962	25.1	2,141.1	20.2
2014	16,456	14.7	70,378	30.5	2,825.0	25.1
2015	19,838	16.4	96,139	37.9	3,863.4	32.3
2016	22,980	18.5	122,128	43.4	4,641.0	36.9
2017	25,164	19.8	175,216	56.8	5,875.6	43.7
2018	29,904	22.7	205,430	60.9	6,871.9	48.6

Source: China Statistical Yearbook 2019

With the rapid development of China's high-speed rail system, it is timely to analyze China's eagerness to export its high-speed rail technology to other parts of the world, which is a reflection of China's economic ascendance and growing power in the global arena.

At present, China has signed intergovernmental high-speed rail cooperation agreements with Thailand, Hungary, Serbia, Peru, Brazil, Pakistan, Russia, and Indonesia. In addition, China and Russia formally signed a comprehensive strategic cooperation agreement on June 25, 2016, indicating that the two powers have the intention to jointly launch the Moscow-Kazan high-speed rail project and marking a substantial step forward in China-Russian high-speed rail cooperation. In Southeast Asia, China and Indonesia formally signed the Awan High Speed Rail Project General Contract and Loan Agreement. This rail will be designed, built, checked, and operated in full compliance with Chinese standards.

As far as the internationalization of high-speed rail has been carried out, Chinese high-speed rail enterprises are currently implementing and focusing on more than 20 overseas high-speed rail projects, which have a total investment scale of more than 100 billion yuan. In 2014, when Li Keqiang visited four African countries, he announced the establishment of a high-speed rail R&D center in Africa to promote regional connectivity (Wei 2019, p. 100)

In September 2015, China and the United States jointly established a high-speed rail company, which was responsible for the construction of the 370-kilometer Western Express Line high-speed railway and for future operation management and maintenance. This was China's first high-speed rail project in the United States, with a total investment of up to US\$12.7 billion. However, at a time when the domestic media was cheered that Chinese high-speed rail finally entered the United States, the Western Express Company of the United States unilaterally announced the termination of the joint project on June 9, 2016. All activities of the China Railway International (USA) Co., Ltd. for the construction of the US high-speed passenger railway had to cease. This was not promising for the Chinese strategy of high-speed rail internationalization.

## **ANALYSIS OF CHINA-US COOPERATION HINDERANCES IN THE HIGH-SPEED RAIL INDUSTRY**

The unsatisfactory situation of the China-US high-speed rail cooperation resulted from both objective conditions and subjective discrepancies between the two sides. On one hand, the objective limitations of high-speed rail construction in US include the history of its rail development, shrinking domestic market of railways, greater administrative costs, and complicated judicial procedures. On the other hand, the subjective difficulties spring from the background of the China-US trade war, and there are still disturbing factors in the technical label certification of China's high-speed rail.

### **Historical Background of American High-speed Rail Development**

The debut of the American railway can be traced back to its colonial age when the British colonists began to build the railway in their colonies. The first railway in the true sense after the founding of the United States was the Baltimore and Ohio Railroad built from the Baltimore Port to the Ohio River. The first section of this railway, connecting Baltimore Port and Ellicott City, began construction in 1828 and was officially opened to traffic in 1830 (Gutiérrez 1998, p. 1340). By 1850, the American railway mileage reached 9,000 miles (about 14,000 kilometers) (Bonnafous 1987, p. 128). With the first railway born in 1830, the 19th century witnessed the glorious period of American railway development. The US First Transcontinental Railroad was built across North America in the 1860s, linking the eastern US railroad network with coastal California. Finished on May 10, 1869, at the Golden spike event at Promontory Summit, Utah, it created a national mechanized transportation network that revolutionized the population and economy of the American West, catalyzing the transition from the wagon trains of previous decades to a modern transportation system (Appleton 1870, p. 236).

During the second half of the 19th century, the railroad had its greatest impact on the American transportation system. The standard historical interpretation holds that the railroads were central to the development of a US national market and served as a model for organizing, financing, and managing a large corporation. In the 1920s, large-scale railroad construction in the United States was completed. In 1944, having conducted an analysis based on Joseph Schumpeter's theory of innovation, American economic historian Leland Jenks claims that railroads had a direct impact on the growth of the United States' real income and an indirect impact on its economic expansion (Leland 1944, p. 11).

Railroads were critical but not necessary to US development in the late 19th century, as noted by Fogel, in the sense that there was a potential option, even though it had never been attempted. Fogel focuses on the social savings created by railroads, which he defines as the difference between the actual level of national income in 1890 and the theoretical level of national income if transport existed in the most efficient way possible without the railroad. He found that, without the railroad, America's gross national product would have been 7.2% lower in 1890. While any single innovation made the largest contribution to GNP growth before 1900, that percentage represents only 2–3 years of GNP growth (Robert 1962, p. 22). In his analysis, Fogel makes a number of key assumptions and decisions. First, his calculations include transportation between the mid-west primary and the interregional secondary markets, and transportation between cities and rural areas. Second, he chooses to focus on four agricultural commodities being shipped, wheat, corn, beef, and pork. Third, his calculation of social savings accounts for costs not included in water rates, including cargo losses in transit, transshipment costs, extra car haulage, time lost due to slower speed and frozen canals in winter, and capital costs (Robert 1962, p. 28).

Proposed by another economist, Fishlow, is the view that the social savings of the railroad—or what he calls Primary Benefits—were greater than that which Fogel measures. Studies by Fishlow may suggest that real income in the United States was greatly affected by the construction of railroads. In place of Fogel's term Financial Saving, Fishlow uses the word External Gains to explain the gap between the real level of national income in 1859 and the estimated level of income using the least costly yet current alternative means (Fishlow 1965, p. 150–157).

In the United States, rail transport consists primarily of freight shipments, with a well-integrated network of standard gauge private freight railways extending into Canada and Mexico. Passenger service in major cities was primarily mass transit and commuter rail. Intercity passenger service, once a broad, essential part of the passenger transport network of the country, plays a limited role in many other countries compared to transport trends.

However, the popularity of railways also brought a series of problems, so the interstate commerce commission was established by the US government to regulate the railway industry and it was gradually strengthened in the 20th century. As the control of regulation, other means of transportation, and sunrise industries continuously rose, the position of the railway collapsed and faced unprecedented crisis. In order to alleviate the railway crisis, the US government issued a series of laws to promote the railways from the 1970s to the 1990s, and the vigorous railway reform happened in this period of time (Alfred 1977, p. 90).

### Shrinking Domestic Market for Railways

As mentioned above, the 19<sup>th</sup> century witnessed the booming railway economy in the United States, but the rail transportation was gradually replaced by the car and flight industry in the 20<sup>th</sup> century.

In 1956, the United States passed the Interstate Highway Law to promote the construction of the expressway network. However, with the development of civil aviation, the US rail transportation, especially the rail passenger transportation industry, continued to shrink (Cooper 2005, p. 11). After the 1980s, highway congestion, airport congestion, and energy and environmental issues prompted the United States to reconsider rail transportation, which in turn promoted the development of high-speed railways. Even if America were able to build high-speed trains, there was insufficient market

demand for its construction. Furthermore, this new type of railway has a higher requirement for natural conditions. For example, it could not be constructed along a curve. At present, Americans tend to be willing to use cars and aircraft, which means less costs, especially compared with the price disadvantage of high-speed rail transportation (Yang 1997).

Without market demand, state governments were not willing to invest much into rail station construction, even if the high-speed rail project were accepted, but good design and construction of rail stations plays an important role in the efficient management of the overall high-speed rail project. Take the successful but complicated Chinese case, for example. The structures of the Chinese railway stations and their management procedures vary greatly from central megacity hubs to rural township platforms. This deviation involves, among other things, the station services, accessibility, and ticket booking procedures (Qi 2013, p. 80). Comparatively, western railway stations are usually constructed with a more open plan than their Chinese counterparts and allow greater mobility for passengers. Whether gigantic or small, Chinese stations will still usually demand that passengers follow strict boarding procedures, often through multiple gates and holding areas. The distances between gates and waiting halls vary from station to station, but it requires several stairs or escalators in small towns. In medium or major hubs, lifts and disabled access are also generally available, but the boarding gate closure is precise and usually deaf to excuses. In some relative senses, American state governments are likely unwilling to undertake such huge, complex infrastructure projects.

As for relatively smaller projects such as highway expansion or airport renovations, it will probably take decades and cost hundreds of millions or even billions of dollars due to the inefficiency caused both by smaller market demands and by some other social elements. For example, California High Speed Rails has a full budget of nearly \$70 billion and will build on the current trajectory until 2029. Some of this cost results from inefficiency because things are dragged out over decades, while China completes projects in a few years or even months. Compared with China, the US has a very complicated system with much liability, extensive subcontracting, relatively high salaries, and other factors that inflate costs. Among them, two distinctive features in American administrative and judicial system will be further discussed in the following part.

### **Higher Administrative and Judicial Costs in the US**

Another hindrance to the development of high-speed rail in the United States is the higher administrative and judicial costs. The United States is a federal state, and its federal government and state governments are relatively independent. The high-speed rail project conducted by the federal government may encounter hindrances from different state governments. For instance, when Obama took office in 2009, he vowed to make the high-speed rail system cover 80% of the United States within 25 years, and the federal government accounted for 90% of the high-speed rail project funding. However, state governments rejected this plan for various reasons.

Take another similar case for example. The federal government can only provide part of the financing for high-speed rail projects, and state governments have the decision-making power from high-speed rail investors and suppliers. However, in order to maintain the budget balance of each state, even if the federal government approves the construction of high-speed rail, if the state government is responsible for part of the funding, many state governments will firmly oppose it. After the 2010 midterm elections, Ohio Governor John Kasich and Wisconsin Governor Scott Walker made it clear that they would not accept the high-speed rail funds allocated by the federal government, even if the state government did not need to pay a penny. On February 16, 2011, Florida Governor Rick Scott refused to build the nation's first high-speed rail between Orlando and Tampa, Florida, because of the state government's poor financial situation that made it unable to bear the burden of 300 million dollars in construction funds, and also because of too many uncertainties on the high-speed rail line, too little long-term benefits, and possible taxes Florida would have to pay (China News Network, 2011).



This decision-making disagreement between the federal and state governments would be even worse if private ownership of American land were taken into consideration. Since land is generally privately owned in the US, high-speed rail construction is likely to encounter objection from land-owners who are unwilling to sell their own land to the federal government for rail construction. Under such circumstances, the judicial procedure would be very complicated because the Anglo-American judicial system differs from that of all other nations. One of the characteristics of American judicial powers is that it pronounces on special cases, and not upon general principles (Tocqueville 2014, p. 99). The absence of any general principle for the resolution of disputes could cause prolonged disputes, which raises the cost of construction.

Administrative costs are also high in American political circles because of its party system. One reason for the rapid high-speed rail development in China lies in the Chinese government's efficient execution. However, the United States operates under the rule of checks and balances, so that multiple mechanisms and different forces are involved, resulting in low efficiency of high-speed rail construction. Round after round of questioning and evaluation even make projects stand still. Therefore, if China wants to cooperate with a developed country like the United States for joint high-speed rail projects, the possibility of high administrative and judicial cost, in addition to its economic and material conditions, must be fully considered.

Things could become even more complex, if American administrative and judicial rules are intertwined with its social norms. America was transforming from an industrial to a post-industrial economy, and thus from a producer to a consumer mentality. It was also changing from an ideology of Possessive Individualism to one of Expressive Individualism. In this new post-industrial, consumer, expressive-individualist America, the rights of the individual are the highest good. With a culture that does not emphasize the community and related responsibilities, it is hard for individuals to come to consensus (Katzenstein 2010, p. 63). Under such circumstances, one of the problems in promoting high-speed railway development conducted by the American government is the private ownership of the land in the US. In the ideology of expressive individualism, personal rights are independent of any hierarchy or community.

## **THE STRATEGIC RECONSIDERATION OF CHINA-US HIGH-SPEED RAIL COOPERATION FROM THE PERSPECTIVE OF HUMAN DESTINY COMMUNITY**

### **The concept of Human Destiny Community and the rationale behind China's high-speed rail diplomatic strategy towards the US.**

The rapid economic rise of China has allowed it to increase its influence in the development of other regions globally. Bilateral trade between China and the US has increased sharply since China became a member of the World Trade Organization in 2001. In 2016, the bilateral trade volume between the United States and China was already \$519.6 billion, and bilateral investment grew to \$170 billion in that year. Over the last decade, US exports to China grew by 11%, and Chinese investments in the United States grew by 5.6%. It was natural that the China-US high-speed rail cooperation was put on the schedule, and the best time for their joint project was in 2015, when China and the United States jointly established a high-speed rail company, which was responsible for the construction of the 370-kilometer Western Express Line high-speed railway.

Unfortunately, the Western Express Company in the United States unilaterally announced the termination of the joint project on June 9, 2016. From then on, all activities of the China Railway International (USA) Co., Ltd. for the construction of the US high-speed passenger rail had to cease, and the situation became even worse after the escalation of the trade war and the unprecedented breakout of the COVID-19 pandemic. Previous studies on China-US high-speed rail cooperation have focused heavily on the potential benefit and disputes, but the rationale behind their huge potential capacity of

cooperation has rarely been examined, especially from the perspective of the concept of Human Destiny Community. Without such scrutiny, the intention and rationale of China's high-speed rail diplomacy toward the US will not be better and fully understood, and the challenges facing China in achieving its goals could be intensified.

China has always cherished good intentions for future China-US cooperation, even as the two countries experienced hardship both in trade wars and in the fight against COVID-19. Since China is domestically connecting all major cities with high-speed rail systems, its technology and integration of implementation have matured. It has implemented the high-speed rail outsourcing strategy since 2012, so as to further promote the common development and prosperity of any cooperative country in the framework of the Human Destiny Community. For example, China is willing to convert its holdings of US Treasury bonds into investments in the United States, and it hopes that this will create more jobs in the United States. The investment will strengthen China's ties with Western economies and help resolve US concerns about China's ownership of huge US debt as a political weapon.

The rationale behind China's diplomatic high-speed rail strategy toward America is definitely the concept of the Human Destiny Community. The community of human destiny means that one country should always take the legitimate concern of other countries into account when pursuing its own interests, and the only goal is promoting the common development of all countries in seeking overall prosperity of humankind because humans only have one earth, and all countries live together in the same world. Therefore, it is necessary to advocate the consciousness of the Human Destiny Community when we implement any international project. On March 11, 2018, in the amendments to the constitution adopted at the first meeting of the 13th National People's Congress, after the 12th paragraph of the Constitution preamble on the development of diplomatic relations and economic and cultural exchanges with other countries, it was added that China should promote the building of a shared human community for the future. On December 3, 2018, the Community of Human Destiny was selected as one of Chinese top ten buzzwords in 2018.

### **Full Application of the Comparative Advantages for Both China and the United States Under the Concept of the Human Destiny Community**

The Law of Comparative Advantage was put forward by David Ricardo in 1817 on the basis of Adam Smith's point of view, which has strong practical value and economic explanatory power. Adam Smith's view is that although one country may produce more than one commodity to bring benefits to itself, it is actually more advantageous if it is cheaper to buy this commodity from another country than to produce it (Smith 1976). Ricardo further developed Smith's theory, and it is even now the foundation of free trade under the supervision of the World Trade Organization (WTO). It has historically been a universal principle of economics that has not been challenged. The birth of this theory dates back to the British Industrial Revolution. At that time, the British bourgeoisie urgently needed to find a theoretical basis for free trade in grain. Ricardo pointed out that the United Kingdom should not only import grain from foreign countries, but also import it in large amounts. Because Britain had a greater advantage in textile production than grain production, the United Kingdom should specifically develop textile production and exchange textile exports for grain imports to obtain comparative benefits and increase the quantity of commodities produced (Alan 1998, p. 54-56).

At present, although the China-US trade war has exerted a significant negative impact on the future of global trade and set off a wave of de-globalization, it is my view that this is only an atypical development of today's political and economic life, and the modern world trading system based on Law of Comparative Advantage will continue to play a role. Therefore, both China and America should, in the sense of diplomatic and economic strategy, reconsider future cooperation in the high-speed rail industry because of the potential mutual benefits based on the Law of Comparative Advantage. In reality, American advantages lie in the scope of tertiary industry such as finance, education, and other post-industrial products, while China is a manufacturing power with advantages in infrastructure construction. If the two countries put



mutual prosperity into consideration in the long-term, American will change its view of the Chinese threat, and China will be more active in bridging its rules and criteria to meet the standards of Western developed countries for their future technological and industrial cooperation. It is idealistic now for the two sides to make decisions on the basis of the Law of Comparative Advantage, although it would bring mutual benefits. However, the political reality is not equal to the political idea, and that's why the paper here is to call for any rational consideration on the basis of liberal views.

The 2018 World Railway Union Report shows that the existing US high-speed railway mileage is only 735 kilometers, its high-speed rail under construction is 192 kilometers, and the planned high-speed rail mileage is 2159 kilometers. The prospect of the rail transportation equipment market in the United States is also improving, and the overall growth trend is stable. By 2020, the capacity of the North American rail transit market will reach 11.402 billion US dollars, and the maintenance market will reach 12.906 billion US dollars, totaling 24.308 billion US dollars (Xu Fei 2017, p. 60). In such a positive environment of investment and cooperation, China and America should make full use of their respective advantages.

China is, in some senses, far ahead of Western developed nations with its unique high-speed rail technology, which always amazes, intrigues, or (sometimes) frustrates its foreign travelers. With over 1.38 billion high-speed rail passengers in 2016, this rapid expansion makes each rail journey in China unique and full of contrast. In theory, Chinese high-speed railways can provide a dramatic fusion between the hyper-modern area and the rustic regions in the US. Sleek high-speed trains traveling more than 217 mph or 350 km per hour in spacious luxury (Wu 2013, p. 162) contrasts strongly with the experience of traditional rail transportation, ambling noisily with frequent stops and a variety of ticket classes and food vendors as they head to their destination.

At present, rail transportation in the United States is mainly involved with freight business, especially for containers of imported and exported products transportation, as well as the transportation of coal and oil. Passenger transportation in the US depend on flight and road vehicles (EX. private cars) due to its vast land and small population. But it does not mean the American market need for high-speed railway is zero. Actually, an integrated infrastructure system is meant to be built up in the regions between New York, New Jersey, and Philadelphia, just like the Integrated Transport Development of the Beijing-Tianjin-Hebei region in China. The truth is that it takes 19 hours to travel 800 miles from New York City to Chicago, while it takes only five hours to travel from Beijing to Shanghai, about the same distance, at an average speed of 185 mph (298 km/h) (Zepp-LaRouche 2017, p. 5).

### **Changing the Mindset of a Zero-sum Game and Expanding Common Ground for China-US Cooperation**

In order to catalyze the greatest rate of scientific and technological progress and innovation in future China-US cooperation in any industry, it is important to change the mindset of a zero-sum game and find more common ground since it is undeniable that the two cultures contain quite different thinking patterns. However, we did have precedent cases of mutual understanding and even the admiration.

For example, historically speaking, it is fascinating that the real spiritual father of the American Republic, Benjamin Franklin, was totally excited and inspired by the writings of Confucius, from whom he took the conviction that the moral ennoblement of the individual was the absolute key for the improvement of society. Franklin based his own system of moral teaching on Confucius, which was decisive for the spirit of the founding of America. A very similar intellectual closeness existed between President Lincoln and the founding father of China (Pong 1973, p. 665).

Culturally speaking, the collaboration between China and America could, therefore, have easier access to art and philosophy exchange. It should do so to bring forward the best traditions and highest expression of humanity of each participating country, and in doing so, people will discover the unexpected beauty of the other cultures, and this knowledge will lead to admiration, or be conducive to open new horizons. The epoch of the Human Destiny Community of a shared

future is within reach. If President Trump and President Xi Jinping join hands for this collaboration, both of them will have a place in history for having led humankind to its true destiny.

## DISCUSSION AND CONCLUSION

There are many differences between the Chinese and US high-speed train systems, and the social, political and economic regulations are applied differently too, so it is necessary to re-examine and re-evaluate these two nations' strategic cooperation from the perspective of the Human Destiny Community. After summarizing and analyzing historical factors and cultural phenomena that might cause hinderances to China-US high-speed rail cooperation, it is hoped that in the future the two sides will change their mindset from a zero-sum game to expand their common grounds. Only in this way can China and America get back to the framework of free trade based on the Law of Comparative Advantages. If the two countries can exert their own comparative advantages, i.e. Chinese high-speed rail technology and low costs and America's post-industrial advantage such as financial capacity, and form a joint corporation to develop the US high-speed rail market together, it will promote the overall prosperity not only for these two countries, but also for the whole world, since they are indeed two great powers which affect much of the global map and development directions.

In additions, this sort of China-US cooperation will naturally not be limited to bilateral efforts in the high-speed rail industry, and it is likely to produce a spillover effect by involvement of two leading powers in the industry, especially given the vast requirements for infrastructure, agriculture, and industrial development throughout the world. The most important aspect of the Human Destiny Community concept would be to inspire the entire population with hope for the future with a win-win mindset for the United States, China, and any other country.

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