



Monitor of Chinese Infrastructure in Latin America and the Caribbean 2024

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In its fifth annual version of the *Monitor of Chinese Infrastructure in Latin America and the Caribbean*—in what follows the *Monitor*—the analysis builds on previous annual versions so as not to generate repetition and to address new issues specific to the current situation or other topics. The Academic Network of Latin America and the Caribbean on China (Red ALC-China) continues to improve its review and registration of infrastructure projects and encourages the use of the database for 2005-2023 which includes information for each of the infrastructure projects by year, amount, employment generated, destination country in LAC, as well as other characteristics related to the ownership and geographic origin of the Chinese company that has carried out the respective projects.² Recently, for example, the enormous impact of infrastructure projects on the daily life and quality of life in Latin America was emphasized (Dussel Peters, Cook and Alter 2024/c). The paper is divided into two main sections. The first examines a group of international and Latin American and Caribbean (LAC) issues relevant to the understanding of infrastructure projects in the region. The second examines in detail the main trends of China's infrastructure projects in LAC during 2005-2023 using the aforementioned databank.

1. Conceptual framework and international aspects of infrastructure projects in LAC

For the *Monitor*, a clear definition of the infrastructure projects that were actually carried out (and not just announced) is fundamental from its first version: “An infrastructure project is understood as a service between a client and a supplier through a contract—usually the result of a bidding process, although the process can be by direct appointment—in which the ownership belongs to the client.” (Dussel Peters 2021:2) The definition of infrastructure projects leads to their differentiation with the outflow of foreign direct investment (or OFDI),

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² The document in Spanish, Chinese and English, as well as information on each of China's infrastructure projects in LAC up to 2023, are available on the LAC-China Network website: <https://www.redalc-china.org/monitor>.



regardless of their financing. The results of the *Monitor of Chinese OFDI in Latin America and the Caribbean 2024* (Dussel Peters 2024) are complementary to those presented here. The differences with the only other source that records Chinese infrastructure projects in LAC (CGIT 2024)—although without a clear definition, including announced projects and others that were never carried out—are significant in the number of projects and respective amounts recorded with the *Monitor* (Table 1). While by 2023 the *Monitor* accumulated 268 projects for US\$112.817 billion, CGIT (2024) only registered 61.94% and 63.03% of the *Monitor*; in some years the differences were even much higher (Table 1). The definitions and subsequent statistics are important.

Table 1
Statistical Differences in Infrastructure Projects of China in LAC According to Different Sources (2005-2023)

	<i>Monitor</i> (2024)		CGIT (2024)		Differences (<i>Monitor</i> (2024) = 100)	
	Number of infrastructure projects	Amount (million of \$US)	Number of infrastructure projects	Amount (million of \$US)	Number of infrastructure projects	Amount (million of \$US)
2019	41	20,297	9	3,230	21.95	15.91
2020	32	24,863	8	3,100	25.00	12.47
2021	31	7,835	13	3,170	41.94	40.46
2022	31	6,661	15	6,640	48.39	99.68
2023	27	6,609	10	4,080	37.04	61.74
2005-2009	10	1,533	13	5,110	130.00	333.31
2010-2014	49	26,049	51	26,140	104.08	100.35
2015-2019	88	39,267	56	22,870	63.64	58.24
2020-2023	121	45,968	46	16,990	38.02	36.96
2005-2023	268	112,817	166	71,110	61.94	63.03

Source: own elaboration based on CGIT (2024) and *Monitor* (2024).

Five recent issues are relevant to understanding the performance of Chinese infrastructure in LAC that is addressed in the following chapter.

First. The confrontation between the United States and China since 2017 over the “great power competition” and under the Biden administration (“invest, compete and align”) has resulted in a growing security-shoring process that subordinates trade, investment, financing, but also other aspects such as education and culture, to U.S. national security in its strategy against China (Dussel Peters 2024/b). This process explicitly includes China’s infrastructure projects around the world and particularly the Belt and Road Initiative (Sullivan 2024; USTR 2024; Yellen 2023).

Second. The International Monetary Fund (IMF 2024) estimated global GDP expectations in the short term (2024-2025) to be downward, as well as for the two main economies and LAC. Given their significant impact on infrastructure projects, and notwithstanding the significant



drop in inflation rates, real interest rates have risen (IMF 2024:xiv, 6-7), with overall effects on debt service and spending constraints on infrastructure projects. Considering that infrastructure projects require long-term scheduling—multiple and lengthy project design processes, bidding, project execution and construction, to post-construction processes—high real interest rates will have an impact on infrastructure projects over the next 4-5 years.

Third. The G20 (2024) tries to estimate the demand for infrastructure (in 59 countries and 7 sectors) and the actual infrastructure expenditures: the gap between the two is enormous at the global level as well as for regions and countries. For the “Americas”—there is no possibility of disaggregating LAC and the estimate includes Canada and the United States—the expenditure with respect to GDP is 1.74% and the demand is 2.54% (or a gap of 0.81% or 6.5 trillion dollars).

Fourth. The discussion on the gaps between demand for infrastructure projects and their expenditure has recently been updated from different perspectives for LAC. In addition to mediocre economic growth and general fiscal and private sector weaknesses in the area of financing infrastructure projects, a minimum of 5.2% of GDP for infrastructure spending and even 7.9%—as is the case in Southeast Asian countries (Saade Hazin and Constantivo 2024:9-14)—is established as a minimum (Saade Hazin and Constantivo 2024:9-14). Latest estimates project public investment in infrastructure at less than 1.9% of GDP during 2019-2021, with a downward trend highly concentrated in transport and energy (Infralatam 2024; CAF 2023). In other words, the gap between infrastructure demand and public and private expenditures has been increasing recently in LAC.

Fifth. China’s “foreign contracted projects” generated projects for more than \$255 billion in 2020, highly concentrated in member countries of the Belt and Road Initiative (MOFCOM 2021); until October 2023 these projects have continuously increased their amounts (MOFCOM 2023). However, despite their relevance, there are still no specific analyses of these activities by region and country.

2. Main results of China’s infrastructure projects in LAC up to 2023

The 268 infrastructure projects carried out by China in LAC up to 2023 generated more than 777,000 jobs and continue with a significant upward trend: in the last period of 2020-2023 we recorded 121 infrastructure projects for almost \$46 billion, the maximum in both items recorded in comparison with previous periods. This last period represented 45.15% of the projects, 40.75% of the amount and 28.57% of the employment generated until 2023 (Table 2). The above is significant considering that this last period does not yet include five years, unlike previous periods, in addition to the impact of the COVID-19 pandemic. Table 2 reflects, additionally, a group of important characteristics. On the one hand, the amount per



project has increased significantly, from \$153 million in 2005-2009 to \$380 million in 2020-2023. On the other hand, China's infrastructure projects in LAC generated 1,836 jobs per project in 2020-2023 and well below the jobs per project in previous periods (4,131 in 2015-2019). This implies that infrastructure projects are increasingly larger in size, measured in dollars, and increasingly more capital-intensive (or generate fewer jobs depending on the size of the projects).

Table 2
Latin America and Caribbean: Chinese Infrastructure Projects (2005-2023)

	Number of infrastructure projects (1)	Amount (million of \$US) (2)	Employment (number of employees) (3)	Amount (2) / project (1)	Amount / employment (2) / (3)	Employment (3) / project (1)
2019	41	20,297	253,586	495	0.08	6,185
2020	32	24,863	170,156	777	0.15	5,317
2021	31	7,835	24,633	253	0.32	795
2022	31	6,661	13,022	215	0.51	420
2023	27	6,609	14,371	245	0.46	532
2005-2009	10	1,533	21,367	153	0.07	2,137
2010-2014	49	26,049	170,651	532	0.15	3,483
2015-2019	88	39,267	363,543	446	0.11	4,131
2020-2023	121	45,968	222,182	380	0.21	1,836
2005-2023	268	112,817	777,743	421	0.15	2,902

Source: own elaboration based on *Monitor* (2024).

The following are the main results of the databank prepared for the *Monitor*, specifically regarding their distribution by country, according to the ownership of the Chinese company, their sectorial distribution, the geographical location of the Chinese company, as well as the main Chinese companies according to their amount and employment generation.

Distribution by country. For the most recent period, China's infrastructure projects in LAC continue to diversify. Historically, Brazil was by far the main recipient of China's infrastructure projects (with 43.64% of the amount and 34.40% of employment in 2005-2009) but decreased to 14.44% of the amount in 2020-2023. Argentina (with 36.91% of the amount of infrastructure projects in 2020-2023), Mexico (13.23%), Chile (12.57%) and Bolivia (6.85%) have been particularly dynamic under this heading; Venezuela, on the other hand, has not undertaken China infrastructure projects in the most recent period. Table 3, moreover, reflects important differences between countries: Argentina, for example, averaged in 2020-2023 \$1,131 million per project generating on average 4,255 jobs; these characteristics contrast with Chile's averages of \$482 million and 695 jobs. These differences, as we will see below, are closely associated with the sectors in which the respective infrastructure projects are carried out.



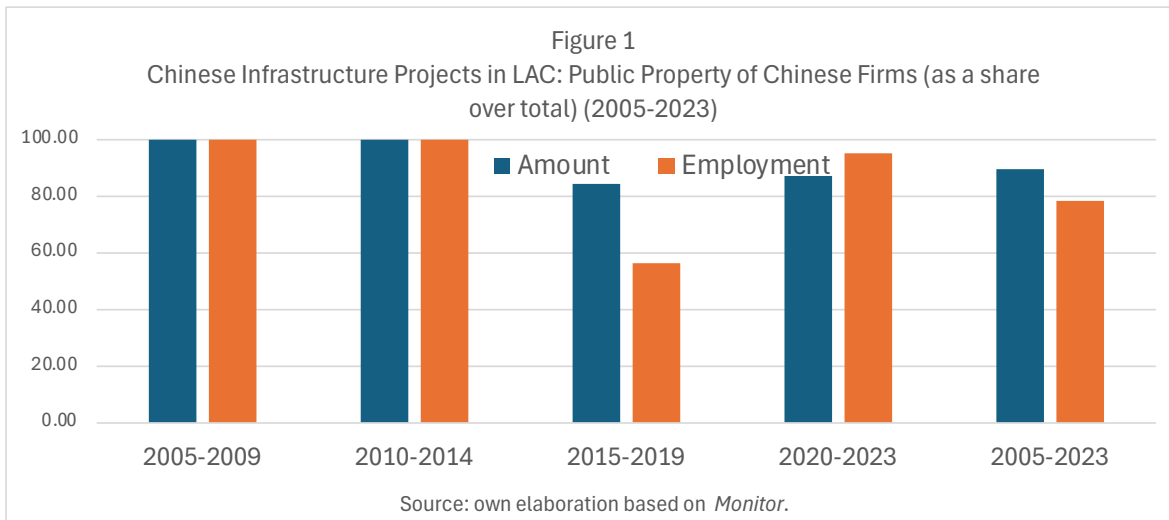
Table 3
Latin America and the Caribbean: Chinese Infrastructure Projects by Main Countries (2005- 2023)

	2019	2020	2021	2022	2023	2005-2009	2010-2014	2015-2019	2020-2023	2005-2023
TOTAL										
Number of infrastructure projects (1)	41	32	31	31	27	10	49	88	121	268
Amount (million of \$US) (2)	20,297	24,863	7,835	6,661	6,609	1,533	26,049	39,267	45,968	112,817
Employment (number of employees) (3)	253,586	170,156	24,633	13,022	14,371	21,367	170,651	363,543	222,182	777,743
Amount (2) / project (1)	495	777	253	215	245	153	532	446	380	421
Amount / employment (2) / (3)	0.08	0.15	0.32	0.51	0.46	0.07	0.15	0.11	0.21	0.15
Employment (3) / project (1)	6,185	5,317	795	420	532	2,137	3,483	4,131	1,836	2,902
Argentina										
Number of infrastructure projects (1)	6	7	3	1	4	0	2	17	15	34
Amount (million of \$US) (2)	790	14,318	788	960	902	0	3,090	9,040	16,968	29,098
Employment (number of employees) (3)	4,400	63,630	200	--	--	0	4,540	27,229	63,830	95,599
Amount (2) / project (1)	132	2,045	263	960	226	--	1,545	532	1,131	856
Amount / employment (2) / (3)	0.18	0.23	3.94	0.00	0.00	--	0.68	0.33	0.27	0.30
Employment (3) / project (1)	733	9,090	67	--	--	--	2,270	1,602	4,255	2,812
Bolivia										
Number of infrastructure projects (1)	2	1	1	5	0	1	7	8	7	23
Amount (million of \$US) (2)	655	253	210	2,684	0	44	1,479	3,737	3,147	8,407
Employment (number of employees) (3)	6,800	400	1,000	2,700	0	0	3,241	34,130	4,100	41,471
Amount (2) / project (1)	327	253	210	537	--	44	211	467	450	366
Amount / employment (2) / (3)	0.10	0.63	0.21	0.99	--	0.00	0.46	0.11	0.77	0.20
Employment (3) / project (1)	3,400	400	1,000	540	--	0	463	4,266	586	1,803
Brazil										
Number of infrastructure projects (1)	3	5	7	3	5	2	4	11	20	37
Amount (million of \$US) (2)	2,764	5,100	273	119	1,145	669	2,020	7,322	6,637	16,647
Employment (number of employees) (3)	18,303	66,372	1,726	3,300	7,000	7,350	57,726	43,411	78,398	186,885
Amount (2) / project (1)	921	1,020	39	40	229	335	505	666	332	450
Amount / employment (2) / (3)	0.15	0.08	0.16	0.04	0.16	0.09	0.03	0.17	0.08	0.09
Employment (3) / project (1)	6,101	13,274	247	1,100	1,400	3,675	14,432	3,946	3,920	5,051
Chile										
Number of infrastructure projects (1)	2	3	3	4	2	0	0	5	12	17
Amount (million of \$US) (2)	509	473	3,851	999	455	0	0	737	5,778	6,516
Employment (number of employees) (3)	4,826	1,837	3,068	1,235	2,200	0	0	5,905	8,340	14,245
Amount (2) / project (1)	255	158	1,284	250	228	--	--	147	482	383
Amount / employment (2) / (3)	0.11	0.26	1.26	0.81	0.21	--	--	0.12	0.69	0.46
Employment (3) / project (1)	2,413	612	1,023	309	1,100	--	--	1,181	695	838
Colombia										
Number of infrastructure projects (1)	2	2	5	2	2	0	0	3	11	14
Amount (million of \$US) (2)	4,511	1,417	549	53	459	0	0	5,163	2,478	7,641
Employment (number of employees) (3)	17,118	14,100	6,806	2,120	2,320	0	0	26,742	25,346	52,088
Amount (2) / project (1)	2,256	709	110	26	230	--	--	1,721	225	546
Amount / employment (2) / (3)	0.26	0.10	0.08	0.02	0.20	--	--	0.19	0.10	0.15
Employment (3) / project (1)	8,559	7,050	1,361	1,060	1,160	--	--	8,914	2,304	3,721
Ecuador										
Number of infrastructure projects (1)	4	0	1	1	3	0	14	11	5	30
Amount (million of \$US) (2)	2,234	0	24	57	37	0	5,907	3,423	118	9,448
Employment (number of employees) (3)	5,873	0	4,400	57	581	0	66,776	21,052	5,038	92,866
Amount (2) / project (1)	559	--	24	57	12	--	422	311	24	315
Amount / employment (2) / (3)	0.38	--	0.01	1.00	0.06	--	0.09	0.16	0.02	0.10
Employment (3) / project (1)	1,468	--	4,400	57	194	--	4,770	1,914	1,008	3,096
Jamaica										
Number of infrastructure projects (1)	1	1	0	0	1	1	4	1	2	8
Amount (million of \$US) (2)	353	134	0	0	259	65	1,289	353	393	2,100
Employment (number of employees) (3)	20,000	1,505	0	0	870	3,000	9,060	20,000	2,375	34,435
Amount (2) / project (1)	353	134	--	--	259	65	322	353	197	262
Amount / employment (2) / (3)	0.02	0.09	--	--	0.30	0.02	0.14	0.02	0.17	0.06
Employment (3) / project (1)	20,000	1,505	--	--	870	3,000	2,265	20,000	1,188	4,304
Mexico										
Number of infrastructure projects (1)	7	9	6	8	3	0	0	10	26	36
Amount (million of \$US) (2)	2,117	2,853	431	396	2,403	0	0	2,137	6,082	8,219
Employment (number of employees) (3)	143,717	21,612	899	60	1,400	0	0	143,794	23,971	167,765
Amount (2) / project (1)	302	317	72	49	801	--	--	214	234	228
Amount / employment (2) / (3)	0.01	0.13	0.48	6.60	1.72	--	--	0.01	0.25	0.05
Employment (3) / project (1)	20,531	2,401	150	8	467	--	--	14,379	922	4,660
Peru										
Number of infrastructure projects (1)	5	0	2	3	0	0	0	7	5	12
Amount (million of \$US) (2)	559	0	57	165	0	0	0	698	222	921
Employment (number of employees) (3)	5,039	0	1,034	320	0	0	0	5,215	1,354	6,569
Amount (2) / project (1)	112	--	29	55	--	--	--	100	44	77
Amount / employment (2) / (3)	0.11	--	0.06	0.52	--	--	--	0.13	0.16	0.14
Employment (3) / project (1)	1,008	--	517	107	--	--	--	745	271	547
Venezuela										
Number of infrastructure projects (1)	2	0	0	0	0	2	6	3	0	11
Amount (million of \$US) (2)	3,100	0	0	0	0	478	5,446	3,290	0	9,214
Employment (number of employees) (3)	2,390	0	0	0	0	10,196	3,650	2,690	0	16,536
Amount (2) / project (1)	1,550	--	--	--	--	239	908	1,097	--	838
Amount / employment (2) / (3)	1.30	--	--	--	--	0.05	1.49	1.22	--	0.56
Employment (3) / project (1)	1,195	--	--	--	--	5,098	608	897	--	1,503

Source: own elaboration based on *Monitor*.



Ownership of Chinese companies. The ownership of Chinese companies that carry out infrastructure projects in LAC is mostly public and even at much higher levels than Chinese investments in LAC (Dussel Peters 2024/a). In 2005-2023, the public sector participated with 89.25% and 78.23% of the amount of infrastructure projects and employment generated from China in LAC. That is, although in 2015-2019 the participation of privately owned companies increased significantly, particularly in the generation of employment, for the last period (2020-2023) public ownership has again become predominant, with 87.02% and 95.12% in both items (Figure 1). Unlike Chinese investments, which have a constant tendency to increase the share of private ownership, in infrastructure projects this trend has been very slow and sporadic by 2015-2019. It is at least equally important to recognize that publicly owned companies present a much higher amount per project than private ones (of \$509 million and \$173 million in 2005-2023) and employment per transaction (of 2,577 jobs and 278 jobs during 2020-2023) (Figure 1). The differences are significant for the next sectoral section.



Sectorial distribution. Historically, energy generated almost 80% of the amount of China's projects in LAC, as was the case in 2005-2009; Table 4 reflects its rapid and deep decline to 24.40% in 2020-2023. As a counterpart, the transportation sector, including ports, airports, roads and other transportation support services, has been steadily increasing: in 2020-2023 it contributed 63.24% of the amount and 80.28% of the employment generated by China's infrastructure projects in LAC (Table 4). Furthermore, and as analyzed in the 2023 *Monitor* (Dussel Peters 2023:7-8), the composition of energy infrastructure projects has also



undergone substantial changes, particularly in favor of non-fossil fuel projects. The differences between sectors are very significant: while in 2005-2023 energy projects averaged \$631 million and 3,131 jobs, telecommunications projects averaged only \$301 million and 763 jobs. The transportation sector, the most dynamic in the last decade, averaged 422 million dollars and 2,755 jobs. The infrastructure projects by country are explained in their amount and employment generated according to the ownership of the Chinese companies and the respective sectors.

Table 3
Latin America and the Caribbean: Chinese Infrastructure Projects by Sector (2005-2023)

	Number of infrastructure projects (1)	Amount (million of \$US) (2)	Employment (number of employees) (3)	Amount (2)/ project (1)	Amount / employment (2) / (3)	Employment (3) / project (1)
2005-2009	10	1,533	21,367	153	0.07	2,137
Energy	6	1,216	18,046	203	0.07	3,008
Telecommunication	0	0	0	--	--	--
Transport	1	65	3,000	65	0.02	3,000
Other	3	252	321	84	0.79	107
2010-2014	49	26,049	170,651	532	0.15	3,483
Energy	19	16,758	115,900	882	0.14	6,100
Telecommunication	2	342	78	171	4.38	39
Transport	11	5,673	26,442	516	0.21	2,404
Other	17	3,276	28,231	193	0.12	1,661
2015-2019	88	39,267	363,543	446	0.11	4,131
Energy	34	23,141	101,645	681	0.23	2,990
Telecommunication	9	867	7,900	96	0.11	878
Transport	22	9,540	81,436	434	0.12	3,702
Other	23	5,719	172,562	249	0.03	7,503
2020-2023	121	45,968	222,182	380	0.21	1,836
Energy	24	11,217	24,320	467	0.46	1,013
Telecommunication	3	3,011	2,700	1,004	1.12	900
Transport	71	29,070	178,371	409	0.16	2,512
Other	23	2,669	16,791	116	0.16	730
2005-2023	268	112,817	777,743	421	0.15	2,902
Energy	83	52,332	259,911	631	0.20	3,131
Telecommunication	14	4,220	10,678	301	0.40	763
Transport	105	44,348	289,249	422	0.15	2,755
Other	66	11,917	217,905	181	0.05	3,302

Source: own elaboration based on *Monitor*.

Geographic location of Chinese companies. The aforementioned diversification of Chinese infrastructure in LAC also occurs slowly according to the geographic location of Chinese companies in China. Since the beginning of the 21st century, the participation of Chinese companies in Beijing has decreased, although from very high levels (from 86.43% of the amount and 98.50% of employment in 2005-2009) to 84.93% and 93.91% in 2020-2023. Guangdong province in particular has stood out for 14 new infrastructure projects in LAC,



mostly by private companies such as BYD, Huawei and Teltronic. It is noteworthy that the average amount of infrastructure projects of companies established in Guangdong and their employment generation is much lower than the total average for China, both for 2005-2023 and 2020-2023.

Top Chinese companies by amount and employment generation. Only 5 Chinese companies (Table 6) generated 55.04% of the amount of infrastructure projects in LAC in 2020-2023. In 2005-2009 these companies only generated 4.24% of the amount of infrastructure projects, which reflects the profound change in diversification of Chinese infrastructure projects in LAC. China Communications Construction Company (CCCC) alone generated more than \$16 billion in infrastructure projects during 2005-2023 or 14.24% of the entire Latin American region.

When listing the main Chinese companies that carry out infrastructure projects in LAC according to their employment generated during 2020-2023, Graph 2 shows a very high degree of concentration in only 5 companies, with 82.80% (and only 14.04% in 2005-2009). Only the top three companies under this criterion accounted for 60.05% of employment in 2020-2023.

These aspects at the company level and their impact on the amount of infrastructure projects and employment generated are of the utmost relevance for policy towards China and, particularly, in the interest of improving the bilateral relationship based on a relatively small group of companies.



Table 5
Latin America and the Caribbean: Chinese Infrastructure Projects by Geographic Location (2005-2023)

	2005-2009	2010-2014	2015-2019	2020-2023	2005-2023
TOTAL					
Number of infrastructure projects (1)	10	49	88	121	268
Amount (million of \$US) (2)	1,533	26,049	39,267	45,968	112,817
Employment (number of employees) (3)	21,367	170,651	363,543	222,182	777,743
Amount (2) / project (1)	153	532	446	380	421
Amount / employment (2) / (3)	0.07	0.15	0.11	0.21	0.15
Employment (3) / project (1)	2,137	3,483	4,131	1,836	2,902
Beijing					
Number of infrastructure projects (1)	8	43	55	73	179
Amount (million of \$US) (2)	1,325	23,839	32,272	39,038	96,474
Employment (number of employees) (3)	21,046	150,033	202,791	208,650	582,520
Amount (2) / project (1)	166	554	587	535	539
Amount / employment (2) / (3)	0.06	0.16	0.16	0.19	0.17
Employment (3) / project (1)	2,631	3,489	3,687	2,858	3,254
Guangdong					
Number of infrastructure projects (1)	0	1	7	14	22
Amount (million of \$US) (2)	0	40	193	5,164	5,397
Employment (number of employees) (3)	0	0	1,405	10,206	11,611
Amount (2) / project (1)	--	40	28	369	245
Amount / employment (2) / (3)	--	--	0.14	0.51	0.46
Employment (3) / project (1)	--	--	201	729	528
Shanghai					
Number of infrastructure projects (1)	2	1	7	4	14
Amount (million of \$US) (2)	208	150	2,563	253	3,174
Employment (number of employees) (3)	321	2,000	7,600	578	10,499
Amount (2) / project (1)	104	150	366	63	227
Amount / employment (2) / (3)	0.65	0.08	0.34	0.44	0.30
Employment (3) / project (1)	161	2,000	1,086	145	750
Hubei					
Number of infrastructure projects (1)	0	0	4	1	5
Amount (million of \$US) (2)	0	0	411	20	431
Employment (number of employees) (3)	0	0	5,000	320	5,320
Amount (2) / project (1)	--	--	103	20	86
Amount / employment (2) / (3)	--	--	0.08	0.06	0.08
Employment (3) / project (1)	--	--	1,250	320	1,064
Other					
Number of infrastructure projects (1)	0	4	15	29	48
Amount (million of \$US) (2)	0	2,020	3,828	1,492	7,341
Employment (number of employees) (3)	0	18,618	146,747	2,428	167,793
Amount (2) / project (1)	--	505	255	51	153
Amount / employment (2) / (3)	--	0.11	0.03	0.61	0.04
Employment (3) / project (1)	--	4,655	9,783	84	3,496

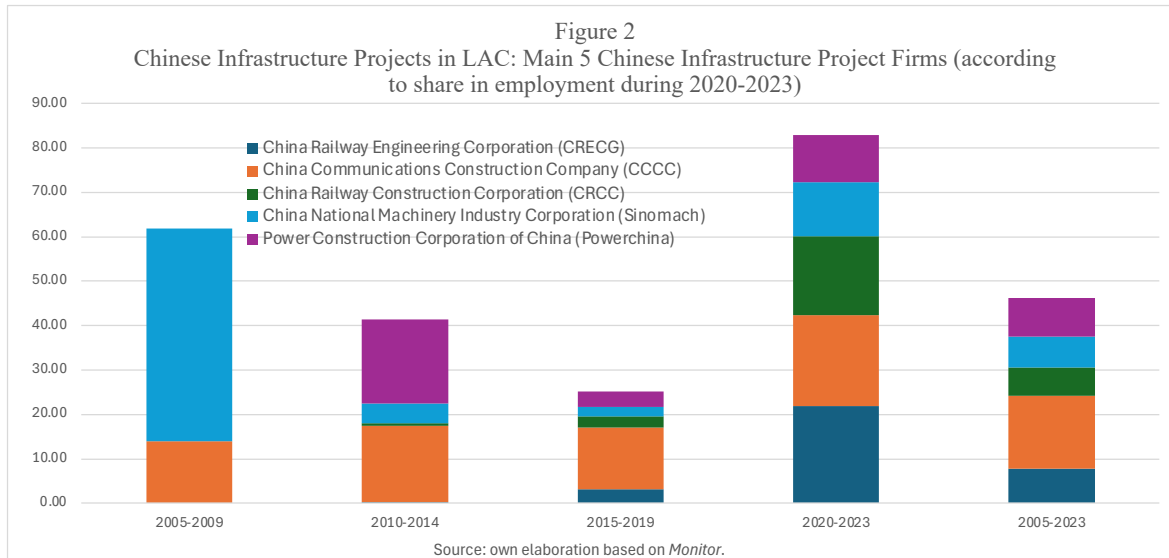
Source: own elaboration based on *Monitor*.



Table 6
Latin America and the Caribbean: Main 5 Chinese Infrastructure Project Firms (according to amount of the projects during 2005-2023)

	2005-2009	2010-2014	2015-2019	2020-2023	2005-2023
China Communications Construction Company (CCCC)					
Number of infrastructure projects (1)	1	6	9	13	29
Amount (million of \$US) (2)	65	1,863	6,804	7,332	16,065
Employment (number of employees) (3)	3,000	29,394	50,193	45,542	128,129
Amount (2) / project (1)	65.00	310.47	756.05	564.04	553.96
Amount / employment (2) / (3)	0.02	0.06	0.14	0.16	0.13
Employment (3) / project (1)	3,000	4,899	5,577	3,503	4,418
China Railway Construction Corporation (CRCC)					
Number of infrastructure projects (1)	0	2	5	9	16
Amount (million of \$US) (2)	0	677	2,790	6,801	10,268
Employment (number of employees) (3)	0	1,056	9,112	39,135	49,303
Amount (2) / project (1)	--	338.70	557.94	755.67	641.76
Amount / employment (2) / (3)	--	0.64	0.31	0.17	0.21
Employment (3) / project (1)	--	528	1,822	4,348	3,081
CRRC Group Corporation (CRRC)					
Number of infrastructure projects (1)	0	0	2	14	16
Amount (million of \$US) (2)	0	0	428	5,559	5,987
Employment (number of employees) (3)	0	0	21,000	1,180	22,180
Amount (2) / project (1)	--	--	214.00	397.10	374.22
Amount / employment (2) / (3)	--	--	0.02	4.71	0.27
Employment (3) / project (1)	--	--	10,500	84	1,386
Power Construction Corporation of China (Powerchina)					
Number of infrastructure projects (1)	0	9	10	11	30
Amount (million of \$US) (2)	0	5,860	3,679	4,109	13,648
Employment (number of employees) (3)	0	32,240	12,034	23,216	67,490
Amount (2) / project (1)	--	651.14	367.86	373.51	454.92
Amount / employment (2) / (3)	--	0.18	0.31	0.18	0.20
Employment (3) / project (1)	--	3,582	1,203	2,111	2,250
China Energy Engineering Group (CEEC)					
Number of infrastructure projects (1)	0	2	1	3	6
Amount (million of \$US) (2)	0	1,044	4,714	1,499	7,257
Employment (number of employees) (3)	0	3,258	12,205	1,400	16,863
Amount (2) / project (1)	--	522.00	4,714.00	499.83	1,209.58
Amount / employment (2) / (3)	--	0.32	0.39	1.07	0.43
Employment (3) / project (1)	--	1,629	12,205	467	2,811
TOTAL					
Number of infrastructure projects (1)	10	49	88	121	268
Amount (million of \$US) (2)	1,533	26,049	39,267	45,968	112,817
Employment (number of employees) (3)	21,367	170,651	363,543	222,182	777,743
Amount (2) / project (1)	153.31	531.61	446.22	379.90	420.96
Amount / employment (2) / (3)	0.07	0.15	0.11	0.21	0.15
Employment (3) / project (1)	2,137	3,483	4,131	1,836	2,902

Source: own elaboration based on *Monitor*.



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