

**CHINESE SILK ROAD ECONOMIC BELT  
INITIATIVE AND ITS IMPACT ON  
CENTRAL ASIA, 2013-2017**

*Dissertation submitted to Jawaharlal Nehru University  
In partial fulfillment of the requirement  
for the award of the degree of*

**MASTER OF PHILOSOPHY**

**JAHNU KUMAR HEER**



**CENTRE FOR INNER ASIAN STUDIES  
SCHOOL OF INTERNATIONAL STUDIES  
JAWAHARLAL NEHRU UNIVERSITY  
NEW DELHI-110067**

**2018**



CENTRE FOR INNER ASIAN STUDIES  
SCHOOL OF INTERNATIONAL STUDIES  
JAWAHARLAL NEHRU UNIVERSITY  
NEW DELHI-110067, INDIA

Tel.: 011-26704350

DATED - 23/07/2018

**DECLARATION**

I declare that the dissertation entitled "Chinese Silk Road Economic Belt (SREB) Initiative and its Impact on Central Asia ,2013-2017 submitted by me in partial fulfillment of the requirements for the award of the degree of MASTER OF PHILOSOPHY of Jawaharlal Nehru University is my own work. The dissertation has not been previously submitted for any other degree of this University or any other university.

*Jahnu Kumar Heer*  
JAHNU KUMAR HEER

**CERTIFICATE**

We recommend that this dissertation be placed before examiners for evaluation

*Sharad K. Soni*  
Prof. Sharad Kumar Soni

(Chairperson)

अध्यक्ष / Chairperson

इन्टर एशियाई अध्ययन केन्द्र  
Centre for Inner Asian Studies  
अन्तराष्ट्रीय अध्ययन संस्थान  
School of International Studies  
जवाहरलाल नेहरू विश्वविद्यालय  
Jawaharlal Nehru University  
नई दिल्ली / New Delhi - 110067



*Tsetan Namgyal*  
23/07/18

Dr. Tsetan Namgyal

(Supervisor)



इन्टर एशियाई अध्ययन केन्द्र  
Centre for Inner Asian Studies  
अन्तराष्ट्रीय अध्ययन संस्थान  
School of International Studies  
जवाहरलाल नेहरू विश्वविद्यालय  
Jawaharlal Nehru University  
नई दिल्ली / New Delhi - 110067

**DADICATED TO**

**MR.BODH RAJ**

**&**

**MS. NICHANDRA DEVI**

**(MY PARENTS)**

**WHO MADE ME, WHAT I AM TODAY,**

**SOCIAL JUSTICE LONG LIVE ALONG WITH CONSTITUTION OF INDIA**

# CONTENT

	Pages
<i>Declaration</i>	<i>i</i>
<i>Acknowledgement</i>	<i>iv</i>
<i>Abbreviations</i>	<i>v</i>
<i>List of Maps</i>	<i>vi</i>
Chapter-One: Introduction	1-16
Chapter- Two: SREB and Chinese Investment in Central Asia as Opportunity towards Growing Economy in Central Asia	17-36
Chapter Three: Geo economic and networking diplomacy of China in Central Asia	37-59
Chapter Four: Challenges India facing through the Belt and Road Initiative	60-80
Chapter Five: Conclusion	81-85
Reference	86-98

## **ACKNOWLEDGEMENT**

I Respectfully thanks my supervisor, Dr. Tsetan Namgyal, who has continuously accessed, planned and shaped my work. I remain grateful to him for his valuable remarks, guidance, sincere help and inputs, without which this work has not been realized.

I wish to express warm thanks towards the central library of Jawaharlal Nehru University for providing and having relevant literature for my topic . I am very grateful to my family members, brothers, Sisters, mother and father for their constant encouragement, motivation, financial support and trust.

I am grateful to my friends, Rajiv Kumar, Prabodh Kumar Malik, Shabab Sarvar, Rahul Dev, Praveer Ram Daksh ,Vijay Yadav, Kamini and others (Important but not remembered) for their kind support, cooperation and encouragement.

I extend my thanks to my seniors Akash Gupta for their generous support, giving valuable inputs about my academic work.

Once again I owe special thanks to my supervisor, who remained in trust with me, for his kind behavior and polite advice even in the time of crisis, without which my work would have never been realized. Thank you very much sir.

New Delhi

(Jahnu Kumar Heer)

## ABBREVIATIONS

ASEAN	Association of South East Asian Nation
APEC	Asia-Pacific Economic Cooperation
AIIB	Asian Infrastructure Investment Bank
BCIM-EC	Bangladesh, China, India, Myanmar economic corridor
BCIM	Bangladesh China India Myanmar project
CARs	Central Asian Republics
CICA	Confidence Building Measure in Asia)
CNPC	China National petroleum Corporation
CEECs	Central and Eastern European Countries
CCWAEC	China-Central and West Asia Economic Corridor
CICPEC	China-Indo-China Peninsula Economic Corridor
CSATTF	Central and South Asia trade and transport Forum
ETIP	East Turkmenistan Islamic party
INSTC	International North-South Transit Corridor
FTZ	Fujian Free trade Zone
GNP	Greater Neighborhood Policy
SCO	Shanghai cooperation organization
SREB	Silk Road Economic Belt
POK	Pakistan Occupied Kashmir
MOU	Memorandum of understanding
OBOR	One Belt One Road
WTO	World Trade Organization
TRACECA	Transport corridor Europe Caucasus

## **LIST OF MAPS**

OBOR /SREB LINKS WITH Asia, India and the world

## CHAPTER –ONE

### **Introduction**

The Silk Road term which was first invented by German explorer Ferdinand von Richthofen in the mid-1800s, who made exploration type journey with China from 1868 to 1872. Silk Road also known as Seidenstra be and Seidenstra Ben which is in German name of Silk Road. It was in 2014 October, where in, Xi Jinping in Indonesia parliament announced towards building Maritime Silk Road of the 21<sup>st</sup> century. <sup>1</sup>

Silk Road Economic Belt Initiative is a vital Economical, Geopolitical strategy in which China is Connecting and Strengthening its relation with Eurasian countries like land economic corridors. Countries such as Bangladesh, China, India, Myanmar economic corridor (BCIM-EC) between and Indian Ocean and China being links with it. Which include Maritime Silk route like Southeast Asia, Indian Ocean, Arabian Sea and Africa, connecting its toward Europe.<sup>2</sup> It was through this route which led to development of some important cities in the Central Asia like Samarkand, Bukhara and Merv. North Asia, South Asia, West Asia and East Asia which being the Traditional Silk Trade routes, which are the countries that cut cross the Silk road link.

It was in 1991, where Central Asian countries got connectivity with various countries of the world, where it was the time the International and regional power like North South transit corridor being proposed by India, Russia, Iran and Ashgabat agreement. And Central Asia-Iran –Oman corridor which got in collaboration with other Initiatives got sponsored by US like Turkmenistan-Afghanistan-Pakistan-India pipeline and Central Asia-South Asia Power project and so on.

Most of the world scholar also considers that, Silk Road Economic Belt Initiative as the Countering step by China towards, Obama's idea of "Pivot to Asia" which being introduced by the State Hillary Clinton.<sup>3</sup>

---

<sup>1</sup> Jiao,wu(2013), "*President Xi gives Speech to Indonesia,s Parliament*" China daily.com.on

<sup>2</sup> News (2015), "Belt and Road" , Ministry of Foreign Affairs and Ministry of Commerce 2015.[online web] URL: accessed on 24 April 2018 [http://english.mofcom.gov.cn/article/zt\\_beltandroad](http://english.mofcom.gov.cn/article/zt_beltandroad)

<sup>3</sup> Petras, James (2011), "*Washington's 'Pivot to Asia: A debacle unfolding*", Global Research



It also include Maritime Silk Road component Such as Southeast Asia, the Indian Ocean, Persian Gulf and the Mediterranean Sea. Silk Road, where emphasis has been towards building China diplomatic hold over the region being legitimized. Maritime Silk Road and Overland Economic belt which are known as One Belt and One Road, and Belt and Road in their official maintains languages.<sup>4</sup> Silk Road Economic Belt (SREB), which being introduced in 2013 by Xi Jinping mainly at the time of Central Asian republics where building good railways , linking cities in western China to Europe through the Central Asia, Turkey, Iran, Balkans and also through the Caucasus mainly about 11,000 Kilometer being proposed basically along the Eurasian continent.

Many Countries have raised their concern about Chinese ambitious plan. But Chinese authorities have been stating that, SREB is basically a network of connectivity through which transport infrastructure stepping towards creating, Eurasian economic corridor. With its future ambition in term of linking European and Asian Market. Connecting various world markets such as Western China to Europe via Central Asia, Iran, Turkey and Balkans, the Caucasus that mainly goes through the 11,000 kilometer along Eurasian Continent. Through this China will be able to connect itself with Eurasian “economic Corridor”, with development of the landlocked countries of Central Asian economies, and integration with European and Asian Markets. Road economies belt which being also known as One Belt ,One road mainly connects merely population of about 4.4 billion people and collect the GDP of 21\$ which worth mainly 1/3 of worlds wealth. Also through this there will be trade liberalization and strengthening monetary cooperation among the economies which are linked regional community wise.<sup>5</sup>

Through this there is connection of world markets and strong growth potential. Being connected nearly with the countries, where these route being mainly used for the Industrial parks and existing trade and economic avenue. Project such as Railroads, Pipelines and roadways, where mainly used for the Shipping routes. All this visionary projects being literally leading towards the Beijing. There is always strengthening and

---

<sup>4</sup> Fallon,Theresa(2015), “The New Silk Road: Xi Jinping,s Grand Strategy for Eurasia”, *American Foreign Policy*, [Online web] Accessed on 20 July 2015] URL: [www.asean-China-Org/english /2013-10/10/03/c\\_https://doi.org/10.1080/10803920.2015.1056682](http://www.asean-China-Org/english/2013-10/10/03/c_https://doi.org/10.1080/10803920.2015.1056682)

<sup>5</sup> News (2015), “*Belt and Road*” , Ministry of Foreign Affairs and Ministry of Commerce .[online web] URL: accessed on 24 April 2018 [http://english.mofcom.gov.cn/article/zt\\_beltandroad/](http://english.mofcom.gov.cn/article/zt_beltandroad/)

smoothness of transportation infrastructure, towards making massive clusters of Industrial Parks and creating regional hub for this entire project. Transportation infrastructure creating regional hubs and various clusters of enormous Industrial parks being builds. Various Pipelines projects such as railroads, Pipelines being getting transformed through this project basically based on the trade over land and passing through the Shipping routes.

Enhancing Cooperation in Eastern European Countries and constructing interconnectivity of new corridors. Contracting and national rail car manufacturer subsidizing and promoting subsidies through this project, making well developed position in its relation to foreign competitor has been China's main motive. Beijing providing financial aid connecting its rail road with developing transport and communication infrastructure through this projects.

Through Silk Road Economic Belt (SREB) project connecting China's neighbors' and touching transportation and various networks of trade ties has been ambitious motive behind this. Through this there are chances of regional institutions being multilaterally connected, linking and enhanced Beijing's effect towards poorer and weaker countries, where Silk Road Economic Belt passes through it?

It was in 2013 September where Xi-Jinping Chinese president goes towards the, Kazakhstan, Astana where he said that China main emphasis has been on the commitment towards making economic advancement in world and collaborating global players by inviting them towards creating New Silk Road Economic Belt a successful project.

Silk Road Economic Belt where main purpose according to Chinese official is towards making multi polar world economic interaction and global, Cultural diversity and greater IT application, with maintaining world free trade regime and towards regional cooperation. The main Purpose towards improving systematically and free flowing of economic agendas. Which are efficiently towards distribution of resources, and connecting markets which favors Belt and road achieving its financial cooperation

structurally benefitting mainly all its main Belt and Road Initiative interest at the international community.

BRI connects African continents and Asian, European continent. And towards introducing, strengthening partnership. Countering growing strategies towards the Silk Road Economic Belt having various characters, Connecting various multitier and various composite links having a natural growth which is mainly long lasting.

Through the Silk Road Economic Belt there are prospects of people to people contacts and various cross exchanges, which includes culturally, increasing understanding of various cultures making relevance of faith and, respecting the living calm harmony, having peace and tranquility. Diplomatic connectivity and networking for Geo-Economic gains traditionally, there have been strong link and transferring Cultural parities and geographical modifications of world. Civilizations' through this Ancients Silk Route such as spreading of Indian Buddhism in China being also there through the Silk Road Economic Belt.<sup>6</sup>

### **1.1 Silk Road linking with the different parts of the world**

For rebalancing Asia in its competition with US and to overcome in its Economy, maintaining good relation with its Neighbors Beijing envisaged 6 Major corridors<sup>7</sup> mainly more linked corridor towards economical land corridors and maritime corridors. Like Eurasian Landmass, Important links include

China-Pakistan Economic Corridor

China-Mongolia-Russia Economic Cooperation

Central Asia-West Economic Cooperation Corridor

China-Indochina Peninsula Economic Cooperation Corridors

China-Bangladesh-India-Myanmar Economic Corridor<sup>8</sup>

---

<sup>6</sup> Bhoothanthalingan, ravi (2016), "The Silk Road as a global brand", China Report,vol.52,no 1,45-52.

<sup>7</sup> [journal.sagepub.com/doi/pdf/10](http://journal.sagepub.com/doi/pdf/10)

<sup>8</sup> Richard w.hu, "*china's One Belt One road strategy opportunity or challenge for India*". Published May 8, 2017 China Report 53, 2 (2017): 107–124 sage journal

Through Maritime routes, SREB Initiative includes from China's coast to the Europe passing via Indian Ocean and South China Sea and, other route includes South China Sea to South Pacific. China has been trying towards linking itself with every part of world both through the Sea and Land network.

### **1.2 India factor, Opportunities, benefits and Challenges**

Though there are some potential opportunities which China considered for India but India has always been doubtful, as Belt and Route Initiative passing through the Pakistan Occupied Kashmir putting India direct security threat. China diplomatically putting its side, that the project is mostly for peaceful economical purpose, bringing jobs and business prospective. The Conception about the BRI Initiative is Economic Integration in making more market at the global level and at International division. But Belt and Road Initiative have become big concern for India in term of 3 Areas like

Silk Road economic belt Initiative which help China keeping its ways towards Indian Territory and in traditional sphere of influence. India has been doubtful with the ongoing China BCIM Economic corridor that is putting Challenges in the Northeast regions of India. There are number of traditional and Nontraditional security threats with both the country.<sup>9</sup> Also South-North water transferring projects, which being mainly exchanged with the flow of, number of main Tibetan, Bangladesh, Indian projects, and dependence on it, for irrigating Northern Chinese plains. China's Maritime Silk Road develops by China with the Indian Ocean where, through diplomatic Channels circling territory through the string of Pearls. Where about 70 percent of Oil being imported by China, goes through the Indian Ocean region and that to with growing dependence. Also China and India in Central Asia where competition in term of resource being there.

### **1.3 Persian Gulf for its oil Import**

This Route acting as a beneficial for India's politically over Beijing, as it is facing "Malacca Predicament" in South China Sea being the politically advance. China have

---

<sup>9</sup> News (2015), "*Belt and Road*", Ministry of Foreign Affairs and Ministry of Commerce .[online web] URL: accessed on 24 April 2018 [http://english.mofcom.gov.cn/article/zt\\_beltandroad/](http://english.mofcom.gov.cn/article/zt_beltandroad/)

very diplomatically clarified that its presence in Ocean of India is, basically used for Refueling, and the main purpose being commercial, and security for its sea lane. Which is not for the purpose that India will be getting Contains. But India has taken it seriously, which it considered that it will be rapidly transformed into Military appliance in the coming time. With this Maritime Silk Road Connectivity will be Enhanced China's Connectivity with its potential partners. It is considered that Indian Naval power projection and its future influence where India is concerned that about India-China Geopolitical Competition will be there. To capture world market and to capture natural resource from area like Indian Ocean, South East Asia, the South Asia and also South China Sea. India has been already alerted about Chinese military, economic and diplomatic efforts to contain India where Beijing diplomatically blocking the India from Nuclear Suppliers group, from being entering into that group and Asia-Pacific Economic Cooperation (APEC) ,Which Include seat in UN Security Council with Permanent status, which India is ambitious towards getting Space there. India and China being in competitions for their Influence and Business being in the Africa. <sup>10</sup>

India have been opposing Belt and Road Initiative which have some overlapping connectivity projects like APEC connectivity projects such as the ASEAN interconnection, Pan-Asian energy grid, trans-Asian Railways Network , the Mekong Sub-region connectivity programmed. But China claims that BRI Project has been mainly for important infrastructure project like, rail roads, gas pipelines and oil pipelines, electric links and telecom, which connects with lot more other Sub-regions. All connection has been benefitting its entire member being connected in term of development. It is considered that nearly US\$730-\$800 billion being initiated for Asian Infrastructure towards the next 8-10 by the Asian Development Bank. <sup>11</sup>

#### **1.4 Reviews of the Literature**

The review of the literature divided into the following division such as Chapter (1) Introduction of Chinese Silk Road Economic Belt where it has been explain the SREB

---

<sup>10</sup> Broad man, Harry G.2007, "*Africa's Silk Road: China and India ,s New economic frontier*", washing. D.C world Bonde publications

<sup>11</sup> Ray,shubtnomoy(2015), ADBI working paper series Infrastructure finance and Financial sector Development.

Initiative. In the second Chapter SREB definition and the Chinese Investment in Central Asia as Opportunity towards Growing Economy in Central Asia. In this Chapter how Central Asian Countries will be benefitted with the Initiative has been explain. Then is the Third Chapter which is Geo Economic and Networking diplomacy of China in Central Asia where China diplomatically proving the SREB project as the development oriented. In the Fourth Chapter Challenges India Facing through the Belt and Road Initiative where the India territorial integrity and Challenges India facing through the project has been discussed. Fifth is the concluding part which explains how China SREB project pros and con with reference to India and World.

### **1.5 Definition, Rationale and Scope of Study.**

Central Asian Regions, which is basically covered by Land, is Secondly integrated towards the World economic system. Which is important for the trade and communication system and sharing border with China, which are Ethnically, linguistically and religiously , Culturally linking people on both sides of the border with china, Central Asia, and linking with west which is also known as gateways to the west Asia.

Belt and road Initiative is the land route connecting China with Europe, West Asia and South Asia passing through the Central Asian Regions. All Central Asian Region are having rich hydrocarbon reserve, which is conducive for growing economic aspects of china, including other aspects, like continues supply of raw material and energy from Central Asia. The Central Asian region will be able to get continues supply of China's manufacture good's in return throughout the year. Xinjiang Uyghur Autonomous Region been connected with Central Asian Region being necessary for development of not only for central Asia but also for stability of Xinjiang. Through Belt and Road Initiative promotion of energy Sector, tunnel, Infrastructure Funding and building roads, railways routes, tunnels passing through the Central Asia will be possible.

Through this Initiative Important connected line, includes Kazakhstan's oil production, Turkmenistan's gas exports. A uranium deal with Uzbekistan nearly costing about \$15 billion is estimated nearly is being in progress. Also focus is on 6 economic corridors

under Belt and Road Initiative such as New Eurasian Land Bridge, connecting with Europe with Central Asia, which further connects China either the West Asia and then again connect the Central Asia corridor.

There are some important high speed railway link which China connect with Europe while passing through the Kazakhstan. Other link like Kamchiq tunnel like Fergana valley region of Uzbekistan to Tashkent being part of this. China-Kyrgyzstan-Uzbekistan railways Tunnel link which have been expanding up to Iran and West Asia. Trade Cooperation and Economic Agreement which have been linking Uzbekistan and Tajikistan. In Kyrgyzstan emphasis has been on Promotion of Investment in Cooperation basically in the Small and Medium Enterprises and improving Industrial capacity through Belt and Road Initiative. 2020 Digital Kazakhstan, which China said will be done with its participation and Customs Cooperation with focus on Educational Cooperation with Kazakhstan, and Tourism Cooperation with Uzbekistan?

The Kazakhstan's economic which being owned programs are also known as Nurly Zhol, integrating mainly with the Silk Road Economic Belt in 2016. Silk route Economic Belt Initiative significance for central Asia, through which huge Chinese loans, Investment and economic to central Asia is being sponsored. Where emphasis has been on development of basic infrastructure, Agriculture development and overall advancement for these republic. Also focusing towards Commercial Centric approach for the Improvement in these republics. China has said that its project has been development oriented, and also for the oil and gas explorations, with huge amount of Loans which is more serious Issue.

Kyrgyzstan, Tajikistan which being economically not good is having about forty percent its obligation towards paying previous payments to China. China and Tajikistan made an agreement on the Border demarcation in 2011, with roughly getting profits of 1 % towards the 1% of previous territory. Turkmenistan and Uzbekistan have made local labors employment mandatory which was laws full. Also Joint Cooperation on cooperation in Counter Terrorism and conducting main and joint operation Militarily in

Tajikistan, Russia, US and European Union where main aims towards making political wings in the economic spheres and security spheres.

### **1.6 Expanding political wings**

Through development Central Asian republic was also considered as uncomfortable for Russia. Silk Road revival connecting East Asia to west Asia and Europe. China Pakistan economic route connecting Western provinces of China with Gwadar port in Pakistan which is making for these Province to obtain oil from deep sea port, where through revival of Silk Road Connecting East Asia to west Asia and Europe, through the Pakistan Occupied Kashmir (POK) which is mainly disputed territory. International North South Transport Corridor connecting India, West Asia, Central Asia, Russia, and Iran which conveniently skips Pakistan on the way.

Project ITI-DKD-Y corridor, railway route connect Bangladesh to Turkey. Bandar Abbas port which is another port on this route plays important route linking sea routes with Freight routes. Japan which is expected to join these infrastructure projects, patterning with India in Infrastructure development project in East Africa. Diplomatic Influence on India and its impacts, prospects and consequence through the Belt and Road Initiative. India showing its reaction over SREB/BRI through the Iranian project, the Chabahar Port and through the Project Mausam, which involve connectivity with the Asian countries in the North East States.

It was in 2013 where Xi Jinping, announced towards establishing modern technique which will be creating important channels of rail sectors, linking pipelines, roads and also towards the utility grids which will be getting links with Central Asia, West Asia, being connected with the China along with some parts of South Asia. Also with BRI focus towards the Policy Coordination, and Economic Cooperation trading, emphasis has been towards financial Cooperation, cultural, social cooperation.<sup>12</sup>

---

<sup>12</sup>Tian, Jinchun.(2016), “*One Belt One Road: Connecting China and the world; McKinsey & Company*”, July [online web] URL:<http://www.mckinsey.com/industries/capital-projects->



It is considered that almost all railway projects directed toward monetary repayments are mainly towards the Eastern African Railways Zone built by British colonists, which were at the end of 19<sup>th</sup> Century.<sup>13</sup>

Karakoram road, rail which being linked with set ,originality towards coasts, being the Karakoram port and linking rail networks towards, coast which being nearly \$11 billion in term of U.S currency. Mainly all aids in Loans is economical crucial being return.

In 2016 Conference held in Delhi, where CPEC is considered as presenting, crucial important problems which were in term of its economical and transport Comfortbility, where shipment cost of Gwadar-Karakoram rail link costing 100 times greater was a main challenges. Through the Belt and road initiative bringing oil from Gulf to Xinjiang through the Pipelines route so that at lower price there is availability of oil from Xinjiang towards the Interior and coastal region. Road transport costing various carrying containers, other commodities can be through the Pakistan and may passes through the roads connected towards the Central Asia. Kazakhstan have been sending and receiving the Tourist and Manufactured goods from Armani's. Hungarian and Turkish Companies which were sending various manufacture products such as the machinery, artifacts towards the Mongolian container, which were being travelling towards the main port

Pakistan, Afghanistan, Iran and some Central Asian having problems like Islamist terrorism have put great Challenge for the BRI project in the region. There are also problems like owning religious and ethnic problems in Xinjiang region. It was in EU Parliament in July 2016 which said towards taking valid action towards Indian in Various Neighborhoods and a various regional which have been making sense into the China-India relations. Also while taking into the Consideration the Belt and Road Initiative, the Indo-Japanese having plan which makes the regions being attentive towards the China-India relations looking towards Belt and Road Initiative. Indo-Japanese Plan which make the study that there completion towards making Hegemony in the Indian Ocean.<sup>14</sup>

---

<sup>13</sup> Debroy, Bibek(2017), "A new Lunatic express: OBOR Project worldwide are stacking the deck for Chinese enterprises and banks", *The Times of India*, 2 June.

<sup>14</sup> Bhattacharjee,subhomoy(2017), "Race for supremacy:India,Japan planalternative to counter china,s OBOR", *Business standard*,16 may. [Online web] URL: <http://www.business->

Russian International North-South Transport Corridor (INSTC) Project which have main toward connecting Russia with the Arabian Sea, and India supporting nationally cutting Petersburg transport time reducing it to 40 to 20 days which will be linking with the Myriad Central Asian States.<sup>15</sup>

Also India clears about its intention of building Chabahar which is only point of entry toward Central Asia mainly for forwarding Containers and also other commodities product such as the Northwards from where the port which include the Iranian rail, road network and other things which also being considered that being funded by the China Silk Road Economic Belt Initiative, where also it is considered that the move being towards the northward to the other states which includes the Afghanistan being the other stan,s and where the Russia. It was in 2011 where Asian Development Bank being set up the South Asian Sub regional Economic Cooperation which mainly included most of the SAARC member but expect Afghanistan and Pakistan.

And also Asian Development Bank which mainly supporting nearly about US \$9 Billion dollar will be supporting towards the energy networks and covering connectivity and mainly the other cooperative project. Such as Asian Highways -2 projects joining countries such as Nepal , Bangladesh and then through the India's Siliguri Corridor's Asian Highway which being linking the South East Asia and South Asia along with that the another, include the Asian Railway project. India Domestic company like Sagarmala Development Company which being about 7,500 km Coastlines, being also considered about 14,500 km of potentially navigable waterways being operated there.<sup>16</sup>

### **1.7 Silk Route Economic Belt Initiative Overseas financing**

Also it is considered that the main route from North India, which were passing through the Xinjiang where also being part of the southern Silk Road Economic Belt passing through the Bihar-Bengal towards the Yunnan and then towards the Myanmar. Also

---

standard.com/article/economy-policy-policy/race-for-supremacy-India-japan-plan-alternative-to-china-s-obor

<sup>15</sup> Singh,Zorawar.(2017), "A great wall of paranoia",[online web] Accessed on 18 may 2017, [www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163](http://www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163).

<sup>16</sup> Rana,Krishan.2017, *China's Belt and Road Initiative (BRI):Impact on India and its China Diplomacy* ,Institute of Chinese studies

Buddhist artifacts and manuscripts which mainly led towards the Chinese region and which being considered as the commercial products being given to the India.<sup>17</sup> Through the Silk Road Economic Belt Tea Horse Route which being considered as a places like Kunming and Dali between India and Yunnan passing through the Tibet, attract the Chinese Tea being moving from the Yunnan towards Tibet, also artifacts and semiprecious where stones being brought from Tibet towards the India, and Indian goods forwarded towards Tibet, and Yunnan province.<sup>18</sup> It was on 16 June 2015 where India issued joint statement declaring both sides being promoting the development that is mainly, in the area such as making Cooperation development in the areas such as promoting the framework for BCIM Economies. There has been Increasing China's Investment in Northeastern state, where India Soughting Investment mainly from various other nation.<sup>19</sup> Belt and Road Initiative where the land based Silk Road Economic belt envisage towards connecting about 63% of global population and nearly about 60 countries.

Belt and Road Initiative in Singapore is considered as Asia's hub for Financial, aviation, maritime, logistics, Communications and Multinational Corporation. Singapore which is Asia's hub for financial, aviation, maritime, logistics, communications and Multinational Corporation. Silk Road which is linking India with Chengdu (Sinchuan) and Kunming (Yunnan) and from Kolkata and kalinga on the coast of Orissa with outside world. India which is connecting with Silk Road Economic Belt mainly trading with Tibet, under the Treaty of China in 1954. Territorial issues regarding province like Jammu and Kashmir which finally resolved and India –China peacefully settled, historical trade route from Ladakh to Xinjiang and beyond can be resumed across the mountains.

The Review of the literature has some gap which I will be trying to fill in my research that how BRI Project will be. It is considered that this project will be effecting India, also

---

<sup>17</sup> Sen., tansen.2004Buddhism, diplomacy and trade: the realignment of Sino-Indian relation 600-1400,university of Hawaii press.[online web] Accessed on [www. Business standard .com /article / opinion/ Kishan –s-rana- why- India- needs- smart-diplomacy- 117022500708 1.html](http://www.Business_standard.com/article/opinion/Kishan-s-rana-why-India-needs-smart-diplomacy-1170225007081.html)

<sup>18</sup> Ray,shubtnomoy(2015), “*ADB working paper series Infrastructure finance and Financial sector Development*”

<sup>19</sup> Rana,Krishan.(2017), “*China's Belt and Road Initiative (BRI):Impact on India and its China Diplomacy*”,Institute of Chinese studies.

explaining how through the Belt and Road Initiative China connectivity with the Central Asia, will be fruit full and especially its diplomatically controlling world market and systematically challenging U.S hegemony through the Belt and Road Initiative. To increase better people to people Contact China diplomatically attracting Central Asian Countries youth through its policy of Scholarship in their college Campus and trade favors like free trade policies etc., through the Belt and Road Initiative China.

### **1.8 Definition Rationale and the Scope of the Study.**

The above Review of literature has some gaps which will be tried to fill in my study. "One-Belt" refers to the New Silk Belt that is being revitalized through the old extensive Silk trading route from China that Spanned across Central Asia to Europe during the Ancient Tang dynasty. The 21st Century Maritime Silk Road encapsulates China's past decades of rapid expansion of regional trade and global investment trends. Multilateral, regional and bilateral free trade agreements are basically top down approaches in rule setting and Standardization amongst various economies involved prior to the collective promotion of investment and trading activities. There are both push and pull factors which have had led to the culmination of Belt & Road initiative by the Chinese. Having achieved robust double-digit growth in Gross Domestic product since the early 1990s, the Chinese economy began to slow down after the 2008 global financial tsunami as the Chinese government initiated economic rebalancing between export-oriented activities and domestic-driven consumption demand. Belt and road Initiative being in the 13<sup>th</sup> Five year plan, mainly from the 2016 towards the 2020 and also guiding towards advancement strategy in fields such as economic, diplomatic and political affairs also.<sup>20</sup>

New Silk Road which being also known as the "Belt and Road initiative" in term of its strategic vision. Here the purpose is towards making trade while generating and Connecting South Asia and South East Asia, Middle East, China, Africa Europe, Eurasia. Another is Chongqing Duisburg railway, where the Khargos also the Special Economic Zone and CPEC being the main factors to be build. The Vibrant East Asia Economic

---

<sup>20</sup> Beijing, China, Social Science press, 2015.

Framing document which being developed in 2015. Also china focuses on Central Asia and other region connecting Europe through this route.<sup>21</sup>

Many scholars from India considered that Belt and Road Initiatives is good move and will be beneficial for India's growth as India will be getting more benefits to connect it self internationally. But official in the Government have denied that offers from China so far due to Belt and Road Initiatives having its route passing through the Pakistan Occupied Kashmir ,which India considered its territory which is not acceptable to India because of its security been in jeopardy. Also various scholar from world considered that China is diplomatically shaping new world order controlling international market and in some countries in Middle East, China establishing its Industries putting its own Military to protect them which is considered by some as in future may converted into military zone ,replacing U.S global hegemony . Though in the southern region India have join the policy coordination in Bangladesh China India Myanmar (BCIM) project in 2013 and 17 also on Asian Infrastructure Investment Bank (AIIB) but no policy coordination is on Belt and Road Initiative yet. Also no connectivity is yet on road rail through any coordination. Also in financial context India is losing about billions of dollars in trade balance to china whereas Chinese market is not open for Indian products like pharmaceutical and other. But in other aspect people to people contacts have increase number of tourist coming to India have Increase thus boosting India's economy. Bilateral economic relations between India and China on trade relation have been good but challenged have been there on several times due to border incursion. Some time in Doklam, sometime in Arnachal several time on the ladakh side and china building China Pakistan Economic corridor. Which is big concern for India in term of security? In Central Asia where every global power want to have its presence and there have been continuously competition to have maximum hold in the region through the New great game.

The New Great Silk Road : The New Silk Road Initiative which has been Support by the U.S which being sponsored Firstly in 2011 being the connecting strategy from Afghanistan towards which being the regional resuming and Old trading route and being

---

<sup>21</sup> Chance,Alek(2017), "*The Belt and Road Initiative and the Future of Globalization*" The Diplomat

the main towards constructing the important infrastructure. Important such as North-South transit and trades route and other like project such as East-West connections across Eurasia. Which reduced barriers in term of trade and investing in economic activities like Cross border linking Programmers' and international development? Afghanistan, with that the United States which being also its allies were also the peace being required towards maintaining stability which being supported by opening new markets and trade. Also promoting connectivity which is United States main aims towards the New Silk Road Initiative and being towards connecting South Asia and Central Asia .Important areas where the New Silk Road Initiative being Supported for the new Silk Road.

Regional Energy Markets: Also different type of transition undergoing in United States, Afghanistan and also bolstering towards the stability in term of peace towards favoring Changing in trading, with making other opening venture which connects the Afghanistan with the India , Pakistan , Central Asia and beyond. U.S has been promoting the New Silk Road Initiative and also South Asia and Central Asia where main 4 sectors which include Transport and trade ,regional Energy Markets. Customs and Border Operation business and Connecting People to people contacts.

### **1.9 Sub-national regions and global political economy networks through the China's New Silk Road**

Also through the China's Silk Roads vision it has been seen that there is growing interest in Chinese made Silk Route economic. It was in 2013 where Xi gave speech in Kazakhstan which includes attendance towards summiting towards the Shanghai cooperation organization.<sup>22</sup> It was in October where Xi attended towards the Asia Pacific Economic Cooperation (APEC), which was about towards summit that makes available promotion for the Indonesia an East Asia summit. Also concept of Neighborhood or periphery diplomacy policy has also been taken into consideration under this Policy.<sup>23</sup> Summers which summarizes five areas of Silk Road Economic Belt which covers five

---

<sup>22</sup> Brinza, Andreea(2013), "Redefining the Belt and Road Initiative", *The Diplomat*  
China, s New Silk Road: Sub-national regions and networks of global political economy  
Tim Summers Centre for China Studies, Chinese University of Hong Kong

<sup>23</sup> Quoted 2013, English-Language report meeting, Xinhua, October 26.

areas such as Strengthening Policy communication, Strengthening transport linkages which is basically covering from transport infrastructure, also Pacific towards the Baltic. And Making improvement in the transport infrastructure and making transport links between East, west and South Asia which includes the SCO discussion for the deals towards facilitating movement.

Strengthening the business flows: Through which focus is making convent trade flows, removing trade barriers and reducing costs which mostly have import and Export. Also emphasis has been towards making monetary flows in terms of enhancing currency Circulation and trade settlement. Also reducing Currency circulation and also trade settlement. In 2015 there was basically Chinese Shorthand term towards their policies.<sup>24</sup>

Policies Policy coordination, facilitating connectivity in terms of logistics, energy infrastructure communications , also uninterrupted trade ,where emphasis is on towards development of converging various customs, free trade areas, Cooperation and also emphasizing towards linking Monetary links in the Internationalization of Chinese currency i.e the Renminbi(RMB). Establishing various aspects such as people to people contacts, development oriented Banks, contacts like Student exchanges and tourism. Also aims is on towards connecting developing European economic circle and Vibrant East Asia Economic circle at another end having crises cross end. Through Silk Road Economic Belt emphasis has been towards connecting China, Europe, Central Asia Russia, and main aim have been towards connecting China with Mediterranean Sea and also China with the Persian Gulf. Also Maritime Silk road where it being framed for China.<sup>25</sup>

---

[Online web] Accessed on 28 march URL:[http://www.xinhuanet.com/english/2015-03/28/c\\_134105435.htm](http://www.xinhuanet.com/english/2015-03/28/c_134105435.htm)

<sup>24</sup>Belt and Road, Ministry of Foreign Affairs, and Ministry of Commerce of the People's Republic of China, with State Council authorization in March 2015.

[Online web] Accessed on March 2015, URL:[http://english.mofcom.gov.cn/article/zt\\_beltandroad/.China,s New Silk Road: Sub-national regions and networks of global political economy](http://english.mofcom.gov.cn/article/zt_beltandroad/.China,s%20New%20Silk%20Road%3A%20Sub-national%20regions%20and%20networks%20of%20global%20political%20economy)

Tim Summers Centre for China Studies, Chinese University of Hong Kong

<sup>25</sup> Ibid

## **CHAPTER – TWO**

### **SREB and Chinese Investment in Central Asia as Opportunity towards Growing Economy in Central Asia**

SREB which is basically an ancient trade, Cultural routes touching across China, South Asia and Europe, Middle East, Central Asia which being created mainly during the Han Dynasty nearly about AD 200 BC.

New Silk Road consisted mainly of New Silk Economic Belt being introduced with theme of trade connection with Central Asia. Another is the Maritime Silk road where China main interest is towards extending its links with South and Southeast Asia and having stronger Maritime trade Security. The concept of New Silk Road came into prominence nearly 1990s after the Soviet Union's Collapse. It was in 1966 where Shanghai Five mechanism being established, which included China, Russia, Kazakhstan, Kyrgyzstan and Tajikistan where main aim have been towards solving border issues like China keeping low profile policy towards Tiananmen square crackdown which being in 1989. Which have lowered the implementation of the Concept like New Silk Road.

#### **2.1 Concept**

New Silk Road Economic Belt concept announced by Xi, at the time of its ten day visiting in Central Asia, in September, where he travelled for 10 day in the Central Asian States like Uzbekistan, Kazakhstan and Turkmenistan and towards the Visiting states in November in Kyrgyzstan, where it was 13th Shanghai Cooperation Organistan Summit in Bishkek. It was in this Submit where Russia also attended G.20 submit in St.Petersburg. Again in this Submit Xi Jinping speech in Astana address the SCO Summit. Xi Presented 5 key proposals for New Silk Road Economic Belt. Concept such as jointly Emphasis's on Building "China, Central Asia and Europe" and the concept of New Silk Road Economic Belt being introduced. SCO members where distributed about 30,000 government scholarship consisting mainly of 10 years and announcing them with availability of inviting for about 10,000 teachers and student towards China by Xi.



New Development Bank and Asian Infrastructure Investment Bank through which main motive of China is towards funding development projects ,through the funding agencies including the BRIC. Xi, s ambitious Initiative having 3 important aims through this Initiative such as

(1) Energy

(2) Security

(3)Marketing through these projects

The Silk Road Vision: Also Xi Jinping who has ambitious Plan in term of improvement and connecting China towards Europe is considerable part of China's greater Neighborhoods policy (GNP).

New Maritime Silk Road : The Southern Neighborhood policy, where main interest is towards connecting ASEAN Countries. On 16<sup>th</sup> ASEAN PLUS China Summit in Brunei, Chinese President Li in 16th ASEAN+ China give the framework, where he proposed ,2+7 cooperation consensus towards some important issues such as Strategic trust, linked with good neighboring economic cooperation and Principle, which are on shared importance ,China-ASEAN neighborhood treaty which being signed for the further regional cooperation.<sup>26</sup> Silk Road which is 2100 years old constructed during the Han Dynasty (206 BC-AD 24), where main purpose is for promoting trade between the Chinese and European countries.

Xi Jinping said that Silk Road Economic Belt will be beneficial for areas around commercially. Also New Silk Road is considered as Source and form of Knowledge connecting the Central Asia and China though Pakistan and India with, Europe and Middle East.<sup>27</sup> Xi said that SREB will be Culturally, Economically and politically the

---

<sup>26</sup> Fallon, Theresa(2015), "*The New Silk Road: Xi Jinping,s Grand Strategy for Eurasia*" p.140-147 [Online web] accessed on 20 July 2015 URL:<https://doi.org/10.1080/10803920.2015.1056682>

<sup>27</sup> Li,peiyue. Qian Hui, .Howard,ken W.F (2015), "*Building a new and sustainable " Silk Road economic belt*" [online web] URL: file:///C:/Users/NEW/Downloads/10.1007s\_12665-015-4739-2Published%20(1).pdf

trade element enhancing communications in all issues such as road connectivity, Policy Coordination<sup>28</sup>

Silk Road Economic Belt which is said to ancient and about 2000 years old model of Globalization having its own version of technology, trade, culture religion moving through cross border boundaries with every new change in rulers. It was in 2013 where Chinese Premier Xi Jinping envisaged visionary ambition for China role in future remodeling of world links through its Old route known as the Silk Road. And named them in new form such as Belt and Road Initiative. Belt and Road Initiative where he envisaged that Ocean based and Land based Silk Road Economic Belt (SREB) being there.

Through SREB China said that its main aims is towards on key area such as

- (1) People to People contact
- (2) Providing Uninterrupted Trade
- (3) Policy Coordination
- (4) Facilities Connectivity

Also China SREB Initiative main emphasis has been on Transport, Energy, Telecommunication and setting up Special Economic Zones (SEZ,s) like Gwadar and Djibouti which are acting as funnel for trade activities. The Silk Road Economic Belt Initiatives, where there is terrestrial linking through New Eurasian Land Bridge considering about 10,000 m plus overland across border road and rail networks connecting Eastern China with Western Europe. Kazakhstan, Russia, Belarus and Poland passing through this way. Another route include China Mongolia Russia Economic Corridor (CMREC) which goes through the Northern China towards Eastern Russia Starting from China's Beijing-tianjin-Hebei region and then extending through Hohhot(China's). China Harbin and Manzhouli where Dalian Shenyang, Changchun being facing Russian Chita, serving gateways towards Siberia and Russia's Far East.

---

<sup>28</sup> Paper Series (2014), "*Central and Eastern Europe in Building the Silk Road Economic Belt*", European studies institute of European Studies Chinese, Academy of Social Science. Vol.8, No.3, 2014.

Through the Russia where surpassing Saudi Arabia was considered in 2016, where China exporting about 1.2 million billion dollar on foreign crude oil.

### **China Connecting important corridor includes**

#### **2.2 China-Central and West Asia Economic Corridor (CCWAEC)**

China-Central and West Asia Economic Corridor (CCWAEC) which importantly goes through western China, then through the Central Asia and branching out towards Turkey, Iran and the Saudi Arabia. Turkey being gateway in Balkans, Eastern Europe and for Western Europe and then towards the North African ports. The Arabian Peninsula providing access towards larger swathe of North-East Africa, through which, there is linkage of five corridors such as Caspian Sea, the Strait of Hormuzz, the Persian Gulf, the Black Sea and the Mediterranean Sea.

#### **2.3 China-Indo-China Peninsula Economic Corridor (CICPEC)**

Running from Southern China towards Singapore and then linking towards Southern Cities of Kunming Nanning and the Pearl River Delta Cities. There is construction of the Pan-Asia Railway Network connecting Kunming in China and Bangkok in Thailand having two Centre's. Also through SREB construction of Bangladesh China India Myanmar Economic Corridor being there.

#### **2.4 Bangladesh China India Myanmar Economic Corridor (BCIMEC)**

BCIMEC being considered as expected towards connecting China's Southwest provinces with Myanmar, BCIM cooperation. Connecting China's Southwest Provinces. Trade consisting of about China nearly \$85 billion and \$15 billion of India and Bangladesh nearly \$13.5 billion respectively in 2017. Chinese companies have access towards the Bay of Bengal from multiple ports. Air routes being opened between Kunming and various other Cities in three countries. Oil Pipelines where port being made near Kyaukpyu towards the Kunming which are operational know, allowing China to Obtains oil from the Straits of Malacca. Also Air routes being opened between Kunming and in various other countries. Through the Bangladesh-China-India-Myanmar

Economic Corridor linking Kolkata Dhaka Mandala Kunming corridors for development purpose such as Airways, telecom networks, motorways, waterways which is proposed in may, 2013. Other such kind of project include such as China-Mongolia-Russia Economic Corridor. Dailan Shenyang Changchun-Harbin and Manzhouli towards the Russia's city Chita, Beijing-Tianjin-Hebei-Mongolia-Russia and other being<sup>29</sup>

## **2.5 China Pakistan Economic Corridor (CPEC)**

BRI Linking Chinese province of Xinjiang towards the Arabian Sea and Gulf of Oman via Gwadar in Pakistan. The bilateral trade which is about \$18 billion in 2017. Gwadar is considered as gateway in the Gulf Cooperation Council States where China being having trade worth of \$114 billion in 2016.

One/Third of China's oil import come from Gulf Cooperation council (GCC) States and Qatar being China's largest source of Natural gas. CPEC which is operational with the Chinese cargo being transported overland at Gwadar port towards onwards maritime Shipment, in West Asia and Africa .

## **2.6 Maritime Silk Road (MSR)**

The Maritime Routes Aka Blue Economic passages are 21st Century Maritime Silk Road (MSR). Seeking towards linking China with remaining ASEAN countries, through the Oceania and Africa. Two main components being the Coastal China-South-China-Sea, Indian Ocean, Mediterranean Sea/Atlantic Ocean, Europe .Coastal China-South China Sea/Philippine Sea-Australia/New Zealand. Through the Ice Silk Road China linking its Route with the Europe and North America via Arctic Ocean. Which are being alternative routes towards existing routes passing through the Suez Canal and the Pacific Ocean? Main Components of this route are Coastal China-Bering Sea-Arctic Ocean (hugging North Coastal Russia)-Scandinavia (Europe). Coastal China- Bering Sea-Arctic Ocean(Hugging North Coastal Canada)-USA (North America). It was in 2013 were the

---

<sup>29</sup> Snyder, Maria(2005), "The Silk Road: Two Thousand Years in the Heart of Asia by Frances Wood" *The Sixteen Journal Stable*, vol 36, No pp,623-624, [online web] Accessed on 5 July 2018, URL:<https://www.jstor.org/stable/pdf/20477469.pdf?refreqid=excelsior%3A3fb6ca2ea7f1858d9bb925a92ebf9163>

Ice Silk Road, and Chinese state owned Shipping Company Cosco started moving its Containers Ship through this region <sup>30</sup>



<sup>31</sup> OBOR /SREB Links with Asia, India and the world

**2.7 Central and Eastern European Countries (CEECs)**, which being connected, with diversified ,Projected and Cooperated, mechanisms between CEE countries and China, being the realistic foundation for SREB in term of Building it better. China Promoting SREB is step towards create it's as model of Corridor development, with Stage wise development of corridor, and Equal development between East and West. Chinese President Xi Jinping while delivering its key point on Silk Road Economic Belt in Kazakhstan said that SREB project is basically for “Promoting Friendship between our people and also working together towards making bright future”. Eastern Europe and Central Europe which being building the Silk Road Economic Belt <sup>32</sup>

<sup>30</sup>Tzu,Sun(2017), Breaking the enemy,s back without Fighting “Sun Tzu, The Art of War”. *China Strategy for Reviving its New Silk Road*. [Online: web] Accessed 16 May 2017.URL: <https://www.linkedin.com/pulse/belt-road-initiative-bri-great-game-supply-chains-poonam-datta>

<sup>31</sup>[Online web] URL: <https://thewire.in/external-affairs/what-chinas-one-belt-and-one-road-strategy-means-for-india-asia-and-the-world>

<sup>32</sup> Zuokui,Liu (2014), “Central and Eastern Europe in Building the Silk Road Economic Belt”, [online: web] Accessed on 2014 URL:[http://ies.cass.cn/webpic/web/ies2/en/UploadFiles\\_8765/201411/2014111312374725.pdf](http://ies.cass.cn/webpic/web/ies2/en/UploadFiles_8765/201411/2014111312374725.pdf)

Model of Equal Development where China concentrating on the East and West side. Various agreements towards developing it through the Free trade agreements being constructed there for the Increasing Interaction. Where Eurasian Economic Union got, involvement of Kazakhstan, Russia and Belarus.

21st New Silk Road Economic and Century Maritime Silk Road, Which involves about 4 billion people and funded with nearly 40 billion dollar Silk Road Fund. Where the contribution from BRICS nations includes the Asian Infrastructure Bank (AIIB). This project having 3 important aims as envisaged by Xi such as on

1) Security

2) Energy

3) Markets

Silk Road Economic Belt is ambitious plan of China's Greater Neighborhood Policy (GNP) including Connectivity through New air, rail and road infrastructure projects. It was through this project where Clinton's approach towards integrating North-South trade Corridor, mainly through the Afghanistan, being for Afghan economy and further improving it.

New Silk Road which being an important source for connecting Central Asia with China ,linking countries such as Pakistan and India ,and with the Europe and Middle East. <sup>33</sup> Main aims is towards building railways lines which links China towards Europe through the Central Asia, Turkey, Iran, the Caucasus. Which is mainly about 11,000 kilometer through the Eurasian continent and further it creates Eurasian Economic Corridor and connecting European, Asian, and Central Asian Markets.

New Silk Road Economic Belt Connects Southeast Asia with maritime component which being extended across the Indian Ocean and then mainly towards the Persian Gulf

---

<sup>33</sup> Jianhua Li,peiyue and Qian Hui, .Howard,ken W.F (2015), "*Building a new and sustainable " Silk Road economic belt"*" [online web]: URL: file:///C:/Users/NEW/Downloads/10.1007s\_12665-015-4739-2Published%20(1).pdf

and Mediterranean region. China Emphasis has been on Strengthening transport infrastructure and linking its connection towards creating cluster of Industrial parks and regional hubs in these countries. Systematically linking Central Asia with the global citizen by building transcontinental railroad construction such as trans-Siberian or trans-American railways project which directly improve the economy of Central Asian Countries. “Railway diplomacy tour” where Chinese President Li Keqiang in 2014 make the International diplomatic stunt towards connecting it with world.

China “Infrastructure diplomacy” where Chinese diplomatic effort has also been towards the country continental periphery to do away with the territorial dispute where Central Asian Countries, also being connected with this. China focus has been there in Central Asian countries towards strategic importance and commerce development towards the Eurasian Landmass which have being main water boundary and reducing U.S supremacy.

### **1.8 Five Important factors for Coordinating the China with Central and Eastern Europe through the SREB**

Unimpeded trade, mutual understanding and money circulation among Stake holders has been main concern. There are numerous factors for rapidly Coordinating like China and Central, Eastern Europe facilitating cooperating factors for constructing the SREB.

SREB having five key fulcrums which includes

- 1) Eurasia boasts
- 2) Finished or about to be Finished continental Land Bridges
- 3) Bilateral Cooperation to corridor Construction

In 2012 first Chongqing –Xinjiang-Europe, International freight continental land bridges from Chongqing China to Duisburg, Germany, Wuhan-Xinjiang-Europe in October 2012 where train left Wuhan for the Prague, then the Crech Republic. Where constituted as an important mechanism for making the Silk Road Economic Belt. Xingjian Uyghur region being the autonomous region and in south Asia and west Asia which is acting as a linking network. As Free Trade agreements have been on the push with countries like Central

Asian Countries. It was in 2010 where Asian end, China-ASEAN Free Trade Area being launched there in 2010, Japan, South Korea, China ,being negotiating in November 2012.

In1990 the proposed ideas of regional organization and Individual countries to revive the Old Silk Road that connects Europe with Central Asia and China with a distance of around 7,000 kilometre. Americans which came into forefront with their vision of a New Silk Road got a push under Secretary of state, Hillary Rodham Clinton in 2010 which was supported for revitalizing links between South Asia and Central Asia where Afghanistan being the main link. It was in 2011 where Clinton talk about New Silk Road , Chinese President Xi Jinping too advanced towards its vision Silk Roads to connect China with which its west and linking through the Sea and Land and to achieve the Energy end.<sup>34</sup>

### **1.9 The Silk Road Economic Belt**

Where the Central Asia being having special case for Economic Diversification. Central Asian Countries having it legacies from former soviet run economies, with the dominance of low and primary values commodities, manufacturing problems with products being in their exports favors.

The product manufacture being is of low value, having good price through road, rail infrastructure which foster economic diversification for Central Asian countries. Inter-regional trade among countries will increase among important Economic power's such as Pakistan, China, India, Iran, which benefitted through this route. Afghanistan realizing potential land bridges towards in the Greater Central Asia, making various investment projects in those entire region and promoting their development.

### **2.10 Regional Partnership in Trade**

Regional partnership in trade where in ,2000, about 42 million tons sea born trade being there .There are also chances of further rise in trade by 2015 which is expected to be 78

---

<sup>34</sup> Zuokui,Liu (2014), “*Central and Eastern Europe in Building the Silk Road Economic Belt*”, [online:web] Accessed on 2014 URL:[http://ies.cass.cn/webpic/web/ies2/en/UploadFiles\\_8765/201411/2014111312374725.pdf](http://ies.cass.cn/webpic/web/ies2/en/UploadFiles_8765/201411/2014111312374725.pdf)



million tons. Estimated trade through Afghanistan, China and Central Asian will be increasing with substantial cargo movement. Gwadar port which played important geopolitical importance in term of linking the Eastern Kazakhstan, western China, Kyrgyzstan ,Central Asian States and central Russia and Mongolia, Afghanistan, with the eastern Kazakhstan. There is a use of Indus and Karakorum highways linking the proposed lineages, being through Ratodero, Khuzdar, khaiopur towards the Daru, Linking Uzbekistan, Tajikistan and eastern Turkmenistan via Afghanistan. Uzbekistan being signed as free trade agreement bilaterally, with the members of Common wealth of Independent States. Kazakhstan and Kyrgyzstan which signed important agreement with four Common wealth of Independent states are the only countries of Central Asian State. In Khargos crossing the Kazakh-Chinese border, about 50-70 trucks being allowed to pass on the regular passes<sup>35</sup>.

## **2.11 The New Silk Road**

Xi gave importance toward securing the China Energy supplies which include the gas field of Central Asia and busy strait of Malacca, where China has to attain continues supply of energy demand. Impress with the project Xi travelled towards the Uzbekistan, Kazakhstan, Turkmenistan and Kyrgyzstan. Where he signed worth of deals with investment about tens of billions, of dollars, where major Kazakh oil field and gas being imported from Turkmenistan. Kazakhstan, Kyrgyzstan and Uzbekistan. Also proposed Silk Road Economic Belt and Maritime Silk Road which being towards boosting transport links, trade, strengthening, coordinating the regional policy towards the Pacific, Baltic Sea. India supported US initiated New Silk Road project where lack of connectivity and common borders were considered main challenges for transporting Central Asian Oil, gas and other resources towards India.

## **2.12 Central Asia growth affected by three evils**

Chinese has been trying to forward its policies towards Central Asia since, the demise of the Soviet Union in 1992. In SCO where the Belt and road Initiative clearly connected

---

<sup>35</sup> Starr, S.Frederick,(2007), “*The New Silk Roads Transport and Trade in Greater Central Asia*” , USA:Johns Hopkins University.P.123.

with security issued and being concerned towards China's western border like Xinjiang. China main aim has been towards eliminating 3 evils such as Terrorism, Separatism and Fundamentalism coming in its ways towards the Central Asia.

Through this, there is main aim towards fighting Islamist fighter in Central Asia which being supported by Xinjiang Muslim Uighur, which directly or indirectly have kept set back to the economy of Central Asia in term of developments.<sup>36</sup> A diversified mechanism being there between the China, Central and Eastern European Countries for making Silk Road Economic Belt to be realistic for building this project. China in stage wise orientation of SREB include the Model of Corridor development, Model of Development in stages and Model of Equal Development which being between East and West. The Eurasian Economic Union involving the Kazakhstan, Russia, Belarus constituted in 2015, which result in Free trade Agreements.<sup>37</sup> Also Clinton's approach towards integrating North-South Corridor through which Afghanistan being there for making the Economical condition better being taken into consideration.<sup>38</sup>

About USD 50 Billion bilateral trade in Central Asia and China were taken into consideration. 40 bcm of gas being imported from Kazakhstan and more than 20 Million ton's of oil being imported there from. The Turkmenistan, which being considered having larger quantities of Uranium and others minerals. China having border with Kyrgyzstan of about 850 kilometre and more than 1500 kilometer border line with Kazakhstan and 400 kilometer border with the Tajikistan.

Through the Maritime Silk Road and One Belt One Road China connecting economically with the Central Asia and west Asia towards the Southeast Asia China and South Asia. Contributing about \$40 billion US dollar in the Silk Road Fund being facilitated with this project. Through Silk Road Economic Belt China diplomatically calling to use China

---

<sup>36</sup>Synder ,Maria (2018), "*The Silk Road, Thousand Years in the Heart of Asia*", Frances wood, [online web] Accessed on 5 July 2018, URL:<https://www.jstor.org/stable/pdf/20477469.pdf?refreqid=excelsior%3A3fb6ca2ea7f1858d9bb925a92ebf9163>

<sup>37</sup> Zuokui,Liu (2014), "*Central and Eastern Europe in Building the Silk Road Economic Belt*", [online:web] Accessed on 2014 URL:[http://ies.cass.cn/webpic/web/ies2/en/UploadFiles\\_8765/201411/2014111312374725.pdf](http://ies.cass.cn/webpic/web/ies2/en/UploadFiles_8765/201411/2014111312374725.pdf)

<sup>38</sup> Fallon, Theresa (2015), "*The New Silk Road:Xi Jinping,s Grand Strategy for Eurasia*", *American Foreign Policy Interests*, publisher: Routledge

Yuan as a currency, as an alternative in term of U.S currency. According to the William T Wilson one of scholar on China One Belt One Road lot more Chinese Companies, where quarter of companies close to oil Production in Kazakhstan, accounts for about half of Turkmenistan gas exports. Also China deals Uranium with Uzbekistan and gas which cost about \$15 billion.<sup>39</sup>

## **2.12 Central Asian Countries Financed through the Silk Road Economic Belt Institution**

Through Silk Route economic belt China pushing energy and telecommunication sector in Central Asia. China Continuously and extensively pushing Sectors like oil and gas projects in central Asian States promoting Chinese petrol. Silk Route Economic Belt which being financed by the Asian Infrastructure Investment Bank(AIIB) and New Development/ BRICS Bank, provides loans for this Projects In 2015 CNPC and BP which recorded oil production in Iraq in 1990 ,being through the Belt and Road Initiative.

Connectivity Strategy in Central Asia and Europe by China: China started connecting Central Europe and Eastern Europe with West Europe, connecting through the International Rail links ,including Eurasian Continental Bridge, which links Chinese Cities with Europe though Xinjiang , Wuhan , Chongqing, Zhengzhou, Chengdu , Shaanxi and Jiangsu province. A transportation corridor that links European Union based in the UN plan being launched in 1995 , linking Europe , the Caucasus, Black Sea and Central Asia, which being Named as Transport corridor Europe Caucasus plan. U.S in 2011 introduced new Silk Road plan in India.

In 2011 July, U.S Secretary of State Hillary Clinton introduced U.S New Silk Road plan, which was planted in India. U.S plan includes the Afghanistan, South Asia, Central Asia which being having energy and trade Corridor in South Asia and the Indian Subcontinent,

---

<sup>39</sup> Cai, Peter ( 2017), “*Understanding China’s Belt and Road Initiative*”, Lowy Institute for International Policy.

Huang, Yiping(2016), “*Understanding China’s Belt & Road Initiative: Motivation, framework and assessment*”, peking university, Beijing. [Online web].Accessed on 26 April 2016 URL: [https://www.lowyinstitute.org/sites/default/files/documents/Understanding % 20 China % E2 % 80 % / 99 % 20 Belt 20 % and 20 Road % 20 Initiative](https://www.lowyinstitute.org/sites/default/files/documents/Understanding%20China%E2%80%99s%20Belt%20and%20Road%20Initiative)

the European Countries, and also West Asia and Central Asia. The South Asia, Central Asia, Afghanistan which also emphasis on constructing energy corridor and Trade corridor such as South Asia and Subcontinent. Also West Asia and Central Asia, Trade Forum and China-CEE economic being having regular meeting between China and Local leaders.<sup>40</sup>

### **2.13 Gas and Oil lines project**

Chinese Silk Road funds management committee visiting in September 2015 inspecting construction in Dangara. In Zhongtai-Khatlon-Xilu renting 15,000 hectares in 4 main districts like Khatlon region in southern Tajikis for Cultivating Cotton mainly from period of 49 years.<sup>41</sup> Goods flowing from Russia through Kazakhstan and connecting Russia, going through western Siberia in the way of Urumqi to OMSK towards European Union. Trans-Siberian railways transport which cover more than 20% of the total railways freight in the country side.

Silk Route economic belt through which, China National petroleum Corporation (CNPC) being contributing large chunk of BUDGET towards Turkmenistan. Gazprom,s gas Monopoly refined such as CNPC being situated for acting.

China-Central Pipelines consists of 3 separate business venture of about 50% ownership of Turkmenistan and China, Kazakhstan and China, and Uzbekistan which being there inventing energy infrastructure and transport towards Central Asia like Crude oil pipelines, Atyrau-Alashankou and TAPI gas pipeline projects. Kyrgyzstan receiving about 1.8 billion USD in the forms of Loans from China and granting Kyrgyzstan external debt. Export Import Bank of China where Tajikistan being the single largest holders in term of 40 % of External debt.

In Financial crisis China providing two loans towards Turkmenistan by borrowing Money from International Financial Institution. China has been providing financial aid at

---

<sup>40</sup> Zuokui,Liu (2014), “*Central and Eastern Europe in Building the Silk Road Economic Belt*”, [online:web] Accessed on 2014 URL:[http://ies.cass.cn/webpic/web/ies2/en/UploadFiles\\_8765/201411/2014111312374725.pdf](http://ies.cass.cn/webpic/web/ies2/en/UploadFiles_8765/201411/2014111312374725.pdf)

<sup>41</sup> (Ministry of Economic Development, 2016). [ADB, 2015] ,[On line: Web] Accesses 22-23 November 2016,URL :<http://> North and Central Asia as a Transit Hub: Potential, Challenges and Way Forward.

the time of crisis, in term of loans to Turkmenistan Infrastructure which is one of the main path breakers in Central Asia. Where these central Asian state willing towards accepting Chinese investment in Infrastructure, which being like Soviet type. And also Substantial investment towards the transport infrastructure and energy ,being provided by Russia, China and other International Partners that importantly and logically in term of performing index of Central Asian countries. There being the land deal between China and Tajikistan, China and Kyrgyzstan, China and Kazakhstan which has put public outcry in the Central Asian Countries. Which was conceived as the China diplomatically regional architecture, as the tool towards asserting its regional hegemony in the Central Asian Countries? But Beijing said that its long term goal being towards the Stabilization and development of restive Xinjiang region, also said that such kind of project being in Russia also. Where it can link the, Oil and Gas pipelines projects from Coastal China to Europe via Central and west Asia. It has some prospective, in term of Development in China's Overland Transportation, where it can connect with 3 gang in Kuybyshev Southern Russia, in northern Jiangsu towards the Rotterdam in the Netherlands via Kazakhstan.<sup>42</sup>

### **2.15 Central Asia changing through the Silk Route links, through the Road and Rail links with Central Asia and South West Asia**

Urumqi-Ala Pass line which being at Jinge South Western towards old Soviet Central Asian Rail System in Almaty. In Northern Xinjiang Railway which shorten rails distance from Urumqi towards Almaty by 565 kilometre (350 miles) being named as Northern Xinjiang Railways, in 9<sup>th</sup> Five year plan which being from 1996-2000, railways line were being presentation for the Tarim desert ,towards the Kashgar from western edge, Southern Railway being open towards Kashgar in 1999.

Railways line being moved towards South along the Western edge of the Tarim Railways line, linking Kashgar toward Kyrgyzstan and then Linking Uzbekistan's network of railway at Uzbekistan's capital Taskent. It was in 1998 where Kyrgyzstan and China sougning the Trans Kyrgyzstan railways line. There were two important possible routes

---

<sup>42</sup>Toktomushey , Kemel(2015) "*The Silk Road Economic Belt' Impacts on Central Asia*", University of Central Asia, Beijing.

such as ADB Conference in Manila which being in 1998 February. Where China favoring Southern route through Irkestam Pass and Osh towards the Andijan. Kyrgyzstan by enhancing national integration favored more northerly route through the Torugart pass and Jalalabad towards the Andujan.

Construction of Xinjiang-Kyrgyzstan-Uzbekistan railways, planned towards improving Iran, Pakistan rail link, which being under the ways and extending towards its reach of China, where new railways through the Kyrgyzstan and Kazakhstan being projected there. In 1992 Ministry signed the memorandum of understanding (MOU) towards Cooperating and making new railways lines with Iran such as 295 Kilometer (183 mile) line, connecting Central Asian rail systems and Iranian for the first time. Where emphasis has been on Technical experts such as provisions of railways parts and transfer of technology.

System, The Mashhad Tejen line which being open in 1996, inaugurated by Chinese railway Minister Han Shubin, where he signed MOU with Iran's for advancing the road and transport.

Mashhad-Tejen linking Persian Gulf through Iran and Mediterranean through Tur with China. Connecting Mashhad with westward through Tehran and then towards Southern, Khorramshahr which being head of Gulf, through the Esfahan towards the Bandar Abbas-Lenghty detours which being over Crowded lines. China building Gwadar, linking Zahadan Quetta railways line at Dalbabdin. Railways link such as Kashgar with Bishkek, Kyrgyzstan and Northward toward Almaty. It was in 2003 where Kyrgyzstan and China built census toward building Aksu in Western Xinjiang with Road, Ringing Kyrgyzstan lake Ysykkol, also China funding about 15 million of dollar in this project.

In 2004 ADB approved \$32.8 million dollar loan towards improving the Osh Sary Tash Irkestam Road in Kyrgyzstan. Sino Kazakh border where the Sino-Kyrg Agreement–Kyrg Agreement in December 2002 pledging towards working openly Torugart port towards citizen of thirds countries.

In 2001 autumn, Pakistan and China finally agreed towards establishing dry port of Karakorum Highways from Khunjerab pass, towards the expedite trade passing through these route. China and Kyrgyzstan together make an agreement, at the end of 2002 related to this.

Also China and Kyrgyzstan together come to an agreement in 2002, in terms of using transit route that links Bishkek with Karachi, mainly passing through the Karakorum. Urumqi-Almaty-Biskeke-Tashkent highway in Central Asia which being used by truck driver carrying international freight. Trans-Kyrgyzstan traffic facilitates the economically viable building of trans-Kyrgyzstan railways line.

In 1993 Brussels, Transport corridor Europe Caucasus in China's linking corridor of Europe Caucasus Asia Republics (Kazakhstan, Kyrgyzstan, Turkmenistan and Tajikistan and also all 3 Caucasian republics such as Armenis, Georgia, Azerbaijan with the European Union, which being developing the rail, road and sea(Black and Caspian) transport links.<sup>43</sup>

## **2.16 Chinese and European Transport clubbing together strategically through the SREB project**

Gwadar being projected in term of Pipeline proposed by Pakistan, toward carrying energy resources from Turkmenistan via Sea and then towards the world Market. At Balbaddin touching Gwadar with Bandar Abbas in the west, Karachi in east and then Rawalpindi in North. Gwadar with Makran coast providing \$150 million in the Construction of Modern road such as Makran Coast connected with Gwadar which further Joining Liari with Pakistan, Indus Valley road and rail system.<sup>44</sup>

On January 2003 ADB provided about \$150 million dollar in first phase of its construction, where Gwadar linking Chaman towards Pakistan-Afghan border in the Northern part of Quetta. Through which movement of goods across Gwadar and

---

<sup>43</sup> Laruelle, Marlene(2017) ,“China's Belt and Road Initiative and its impact in Central Asia” [Online web] accessed on [http:// centralasiaprogram. Org/ wp-content/uploads/2017/ 12/ OBOR.pdf](http://centralasiaprogram.Org/wp-content/uploads/2017/12/OBOR.pdf)

<sup>44</sup> Economic political links with China,(2006), “President Seeks Economic, Political Links with China” April 3,2006.

Afghanistan and then through Afghanistan into Central Asia could be possible. In May, 2004, Pakistan, U.S and Saudi Arabia constructed Chaman to Khandahar railways line. Afghanistan constituted first railways line and then touching rail with Pakistan. Through Gwadar port linking towards western region of Pakistan connecting Arabia Sea, and Gwadar with the Central Asia.

### **2.17 The Bay of Bengal and Yunnan between the Irrawaddy corridors**

Myanmar ports on the Bay of Bengal and Yunnan Province which being harbored by infrastructure development, included the Oceanic, road, river, and also the Irrawaddy corridor. Lhasa and Xinjiang which being third in distance between the Golnud and well below the arduous assent in the high Tibet Plateau. In the Tarim Basin where large deposits of natural gas being there, is proven to be beneficial for Beijing, for its future dependence on the Middle East Petroleum. Also modernized China where the Tarim Basin acting as the future natural resource reserves.<sup>45</sup>

In 1992 links between Almaty and Urumchi line was completed, where 3 thousand miles being cover on the coastal port of shanghai. Also it was on October 1990 where the Opening of trans-Eurasian rail road, mainly through the Central Asia got resulted towards the Movement of goods, hard currency and people. In 1994 April where the Li peng went to the Kazakhstan ,Kyrgyzstan, Uzbekistan, Turkmenistan, where Li come to an agreement with the Central Asian countries towards extending China economical Interest not only in central Asia but also towards the Persian Gulf and towards the European Markets.

### **2.18 Chinese Aid to Tajikistan**

About \$5.7 Million dollar being extended towards the Kyrgyzstan, where it also pushed the exports of electronics, food, clothing and lots more other daily life goods. On the Humanitarian aid line China supports the Tajikistan with \$5 million in Yuan credits,

---

<sup>45</sup> Garver, John w,(2006), “ *Development of China’s Overland Transportation links with Central, South-West and South Asia*”. [online: web] accessed 21 march 2018,URL :<http://www.jstor.org/stable/20192573> Accesses : 21-03-2018 05:45 UTC. Publisher Cambridge University Press on behalf of the School of Oriental and African Studies. The China Quarterly, No.185 (Mar,2006), PP.1-22



which being the War torn. Tajikistan received this fund for consumer goods and other Chinese food which worth \$500,000 US dollar.

Ten Cooperative agreements being signed between China and Dushanbe towards future joint venture in textile industry and for future economic projects. Inclusive talks where Washington for the Tajikistan in term of conducting free elections, negotiated peace, Military to Military contacts being there.

Xinjiang contains 3 important oil basins, namely jungar, Turpan, Tarim. Largest unexplored oil basin known as Tarim Basin posing huge reserves of oil and gas buried mainly in Tarim Basin, in Northern Part of Province. Through the New Silk Road initiative /OBOR, where about 4.4 billion people and about 40% of the global GDP, will be rippling effects on global economy.

China-Pakistan Economic Corridor (CPEC): Investment of CPEC being valuing about \$60 billion which is about 3,218km consisting of railways, highways and pipelines connecting Pakistan's Gwadar Port towards Xinjiang province of China by 2030. Gwadar port opening up a route towards transporting Middle Eastern oil and several landlocked countries located near Strait of Hormuz, where about 20% of worlds, s oil come. Pearl Continental in Gwadar which is bounded towards attracting tourists. Have deployed 9,000 Pakistan army soldiers and 6,000 Para-military forces personnel in Gwadar.<sup>46</sup>

### 21<sup>st</sup> Century Silk Road

In 1992 to 2007 where about 120 billion US dollars being spend towards building the 3,5000 kilometer of highways. Also China has been pushing itself towards the infrastructure, development within its borders in its new policy known as "Go west Policy" being implemented in 2000, where China connecting the Northern Silk Road, and connecting International railway line such as China –Moscow, and Central Asia.

Central Asia related economic corridor is being forwarded towards the Duisburg which is in Germany and then towards becoming China-Europe railways line. Central Asia-

---

<sup>46</sup>Smith, Dianne L (1996), " *Central Asia: A New Great Game*", Asian Affairs, Vol.23, pp.147-175, Published by Taylor & Francis, ltd [online web]: URL: [www.jstor.org/Stable](http://www.jstor.org/Stable)

China Pipelines and Kazakhstan-China where the East west pipeline being built there. Kolkata and New Delhi which is mainly going through the Kathmandu and Tibet having the Trans-Himalayan Economic Corridor(THECs), being connected with the Southeast Asia and another towards west to Pakistan Afghanistan and Central Asia<sup>47</sup>

Central Asia which is important Centre of trade routes connected the Eastern and western markets with important trade items which included Chinese Silk, porcelain, Jade, Indian Ivory, spices, Kashmir Shawls and other goods from different centre's receiving various gold and important metal like Ivory and glass products.<sup>48</sup> Various Other factors through which Central Asian countries economy can be strengthen are as under

Globalization :Through the Silk Road Economic Belt Central Asia have been able to connect with the Out Side world, where Central Asia Countries been able links with the Countries such as China , South Asian Countries , East Asian Countries and also with other Countries of the world.

World Economy: Also through this project Central Asian Countries has been able to link itself with the world top most economy, and through this Diaspora link with the world Economy. Where through the Silk Road Economic Belt the Central Asian Countries has been able to link itself with World topmost Infrastructural hub, with technology advancement. Which directly and indirectly help in advancing its economy and Silk Road Economic Belt Central Asian Countries been having facility towards exporting its raw material to the different part of the world. Also through the Silk Road Economic Belt the Central Asian Countries has been able to Fund, loans and other assistance which will be through the various World Institution such as the Asian Infrastructure Investment Bank (AIIB), New Development Bank etc.

---

<sup>47</sup> Rana,Pradumna B (2014), "Building Silk Roads for the 21<sup>st</sup> Century", *East Asia Forum*, . [online web] Accessed on 16 august 2014<http://www.eastasiaforum.org/2014/08/16/building-silk-roads-for-the-21st-century/>

<sup>48</sup> A.A, Kazanstev,(2016), "Prospects for Russian-Chinese Cooperation in Central Asia", *Russian International affair council (RIAC)*. [Online Web] Accesses on 16 august 2016 URL: <http://russiancouncil.ru/en/activity/workingpapers/perspektivy-sotrudnichestva-rossii-i-kitaya-v-tsentralnoy-az/>

Advance Technology: With Increasing links with the Countries Connected to the Silk Road Economic Belt , the Central Asian Countries been able to connect with Various countries of the World and Central Asian countries been assisted in term of technology in building the Road, Rail network,

Economy to Musrume Need Interactions: It is mostly said that for any economy to improve need to interact with the world economy in term of its competitive values. With which Central Asian countries trade factor, export factor, import factor will be deciding factor for Central Asian economies to flourish

## **CHAPTER THREE**

### **Geo economic and networking diplomacy of China in Central Asia**

It was in ITB Berlin Travel Trade where 8th UN WTO Silk Road Ministers Conference held there with “2025 Silk Road Tourism Agenda”, the Ministers and Heads of the National Tourism Administrations being part of the venue. Where the Opportunities of Tashkent, Kashgar, Iran etc, having the historical routes through this.<sup>49</sup>

**Road networking:** Azerbaijan President Iliham Aliyev while issuing order towards construction of Baku-Tbilisi-Kars railway gives the relocation of country’s main sea port towards the Alat and creating Baku International Sea Trade Port. A decree on the establishment of free trade zone in the territory of port being done there . Where Azerbaijan main transportation project such as

Baku International Sea trade port

Baku-Tbilisi-Kars railway project

Heydar Aliyev International Airport.<sup>50</sup> has been set up there

### **3.1 Geo economic and diplomacy in the South Asia, West Asia regions**

China has been linking Europe–China trade where emphasis is towards overland ways such as Lianyungang to the East Coast of China’s through the Xinjiang and then connecting Central Asia toward Rotterdam.

Merchants established their mercantile activities along the major Centre of Greater Central Asia. Where Indian being called as Hindus in reality including both Hindus and Muslims, having their presence throughout the Iran, Central Asia and the Caucasus. Baku Tbilisi Ceyhan gas pipeline transporting oil and gas. Another project such as

---

<sup>49</sup> Newsroom(2018), “*Silk road: The Most Important Transnational Tourism Route of the 21<sup>st</sup>, Century*”, World Tourism Organization. [On Accessed:07 march 2018] URL: <http://media.unwto.org/press-release/2018-03-07/silk-road-most-important-transnational-tourism-route-21st-century>

<sup>50</sup>Kiel University,(2018), “*Nomads were Setting food trends along the Silk Roads*”, [Online Web] Accessed on 27 March 2018, URL <https://phys.org/news/2018-03-nomads-food-trends-silk-roads.html>

Gazprom and Ceyhan Pipeline on the western consumer side, being renewed by various aspects of oil and gas, transported through the Caspian mainly for Pipeline being promoted. Turkmenistan working towards sending gas through the pipeline towards eastward of Xinjiang. Toktogul Hydroelectric plant close to both Kyrgyzstan and China, where Kyrgyzstan find its market in China .which indirectly led to construction of China to Europe, through the Central Asia and the Caucasus.

India Russia builds rail and road connection between Persian Gulf and Russia, which Crosses through the Kazakhstan, Turkmenistan and Iran, having their Central point at the Chabahar. India promoted this project by sponsoring project with other countries officially calling the Project as International North-South Transport Corridor.

North-South Route where rail being constructed through the Iran, Azerbaijan, and Russia, investing in huge quantum, in its Caspian Port of Astrakhan Volga. Afghanistan route have become important element for Chabahar and Gwadar have become main, Southern port route connecting Central Asia. The Tajik-Afghan border where Termez in Uzbekistan is the main region, where Soviet Era Bridge remains there and the Panzh River being there.

In Central Asia U.S building new bridges, tunnels for transport speeding in the North and across Tajikistan which is also considered as alternative highways which being opened in the northeast and then towards the China through the Khorog and Kulma Pass There are some routes in Afghanistan which goes directly towards westwards from the Heart and then towards the Mashad in Iran. Some road in Southwestern being financed by India connecting Afghan ring road with new port at Chabahar.

Trans-Afghan gas pipeline which was about 17,00 km, supported by Asian Development Bank.

Economic Cooperation Organization expanded towards all Central Asia,Iran, Afghanistan, Turkey and Pakistan, with the Opening of Southern East-West route which being from Turkey towards the India, and also with Pakistan.

SAARC which is trade Oriented mainly from the India towards the Southeast Asia rather than towards the Afghanistan and then with the North. Shanghai Cooperation Organization where the focus being related toward the Security which is basically broadened for previewing trade and transport.

Afghanistan being the main equidistance point where the global exchange of culture, ideas, art being situated between China and India, which is growing fast towards Europe. The Afghanistan being is the main central point of linking Silk route with Central Asia and South Asia. Its being potential regional partner for Security and trade in the Central Asia. Which connected India, Pakistan and China, also connecting Iran.

### **3.2 The Greater Central Asia**

Consist of Kazakhstan, Kyrgyz Republic, India, Iran, Uzbekistan, Turkmenistan, Continental trade and Central South Asia Corridors, Tajikistan, Pakistan. In 2003 where Asian Development Bank favored the Ministerial Conference towards the trade and transport, with the establishment of Central and South Asia trade and transport Forum (CSATTF). Also corridor being created towards Connecting Dushanbe for Tashkent and Tajikistan, Pakistan and Tajikistan being connected through the fourteen routes via Kabul which being connected with Torkham, that being considered as the Exit point also known as Entry point. Entry point which allows Seven Routes which links Pakistan and Exit point at Torkham, being connecting Pakistan, and Uzbekistan. Five routes fall between Iran and Uzbekistan and The Ten Routes connect Tajikistan towards the Iran and Afghanistan with alternatives routes. 6 alternatives route between Pakistan and Turkmenistan being along the ten routes, linking Iran through the Afghanistan

### **3.3 Geopolitics in Central Asia**

Role of U.S toward developing trade in the Greater Central Asia. Where United States routed out the Al-Qaeda and Taliban, which being beneficial and in favors of Central Asia. Collaboration with the Central Asia state is mostly towards Constructing Bridge over the Panj River between Afghanistan and Tajikistan. United States which is also rendering its help towards this region, in term of supplying some important equipment,

mainly for handling cross border Check Points and joining the World Trade Organization (WTO), supplied Central Asian countries with some important equipment towards other countries of former Soviet Central Asia, which being seen by super power U.S diplomatic keeping its foot step in the region for related issues.

Central Asian Countries, where Tajikistan being the biggest trading Partner in Kazakhstan and Uzbekistan. Tajik government encouraging rehabilitation and printing industry towards the rapid growth. It was in 2005 where Tajikistan exporting Uzbekistan with 2,200 tons of aluminum hydroxide, mostly about 4,700 tons of power and cotton fiber. It is also said that some illegal item of goods being imported from China, which accounts for 40 percent of goods towards the Tajikistan, and illegally exported towards the Uzbekistan. Chinese Consumer goods being flowing towards the Tajikistan which often being illegal. From Tajikistan to Kazakhstan where the good being transported passing via Uzbekistan. Sari-Osiya-Denau-Kitob-Shahrisabz-Samarkand-Djizak-Guliston which being the transit route mainly passing through from the China through ,Aibek-Toshkoz-Chernovka-Dzhambul-Alma-Ata-Khorgos.

Tajikistan via Kulyab-Darvoz-Khorog-Murghab-Kulma-Kashgar. : With in the Tajikistan from previous two and half year already imported goods from countries such as China, Kazakhstan and Kyrgyzstan have been growing, with increasing Osh-Biskek road. Highway connecting and passing Kzyl-Art-Saritosh-Dhirgatal-Garm-Nurobod-Obi-Garm-faizbod- Dushbanbe.<sup>51</sup>

**3.4 Business with Afghanistan:** International Transport corridor connecting major region with continents which are shortest route available. Important route like North-South Corridor connected Almaty, Bishkek, Kabul, Osh and Dushanbe towards the Gwadar port in Pakistan. Pakistan and Turkmenistan where the pipeline is passing through India via Afghanistan, through which Pipeline mainly goes are passing via Caspian from Kazakhstan towards the Baku and through BTC route which being there.<sup>52</sup>

---

<sup>51</sup>Starr, S.Frederick,(2007), “*The New Silk Roads Transport and Trade in Greater Central Asia*” , USA:Johns Hopkins University ,p.123

<sup>52</sup> Ibid p. 339

Yildiz,Frat (2006), ‘*Tajikistan 12<sup>th</sup> years of independence,Statistical Report*’,Dushbanbe 2006

Cooperation: According to Karakum canal the main largest Karakum desert which is Centre of all impediments in term of transport. Through its largest route coming towards the Afghanistan border and Uzbekistan in the east and southeast being important transport corridor towards the entire region. Linking directly with Iran and then towards Middle East and Turkey. Where there are corridor linking Uzbekistan and Afghanistan which further being having open access towards India and Pakistan and then towards the Southeast and east China.

Also linking corridor northward to Kazakhstan, and expanding port of Turkmenistan which facilitate trans-shipment of Consumer able goods from Southeast Asia and India through Baku towards the Caucasus and then towards Europe. And also through Turkmenbashi facilitating trans-shipment from Southeast Asia and India through the Baku towards the Caucasus and then toward Europe linking Volga and Northern Europe and Russia being linked.

At 6861 kilometre Turkmenistan-Ashgabat-Tashkent-Almaty-Dostykh route from Caspian towards Chinese border Ashgabat-Tashkent-Almaty-Dostykh route from Caspian towards Chinese border which being slightly larger than the trans-Asian highways projected traversing Iran.

**3.4 Port of Turkmenbashi:** Turkmenistan being consider as dangerous in handling trans-Caspian traffic and in term of losing out Iran. From Afghanistan, Southeast Asia, Pakistan, India. Where the damaging effects is that Turkmenistan losing Million in port, Tariff and transit fee, while international shippers suffering with the intention of covering longer route as the headache. The Moscow centric transport which includes Electricity being exported which links gas region of Turkmenistan with Gazprom, which tied with its electricity grid in its soviet region. About 200 Kilometre pipeline being constructed mainly for the transport of gas where the town of Kord-Kuy and Korrpedzhe in Iran being used , where assuring about 8 billion cubic meter of gas to be exported towards the Iran. It will be considered as world largest system of export of about 8 billion cubic meters of gas every year.



### 3.5 Turkmenistan-Afghanistan-Pakistan-India-Pipeline (TAPI)

In 2002 the TAPI project was started, only after Taliban government being crushed by the U.S in Kabul with construction of about 1,700 kilometre, gas pipeline with Turkmenistan Dauletabas gas field pipeline transporting to the Pakistan un Multan through the heart and Khandahar at the cost of \$ 3.3 billion.<sup>53</sup>

Asian Development Bank (ADB): The Asian Development Bank which being capable in term of funding the gas pipeline project links Pakistan, Turkmenistan and Afghanistan. Agreement which being framed mainly for the development of the project.<sup>54</sup> An Export Pipelines for Turkmen gas to China, where the Trans-Caspian Pipelines to Baku-Ceyhan east west energy corridor being linked there. Linking port of Turkmenistan towards Baku via a seabed gas pipeline: French ambassador toward Ashgabat and Turkey, which being the Turkmenistan providing about 10 bcm of gas towards the Turkey where by linking the trans-Caspian Pipelines which is still needed to be planned.<sup>55</sup>

Uzbekistan :Great Central Asia, where Uzbekistan is the land bridge between many ,world's great cultures and trading partners, where Russia is to the North, China to the east, India towards South , Iran and then Europe to the west. Uzbekistan have played main role being the central point of Interaction like transportation from South to North and from east to west. Important cities like Uzbekistan: Bukhara, Samarkand, are important Trans-continental transit trade through Central Asia. And also important cargo transit connecting China towards Europe and Russia to South Asia is routed re-emerging East-West and North-South trade routes.<sup>56</sup>

---

<sup>53</sup>Ibid p.158, p.159

<sup>54</sup>[online web] <http://mea:India.nic.in/srec/internalpages/tapi.pdf>, www.adb.org.

Article, Gas Pipeline Project Turkmenistan –Afghanistan-Pakistan-India , www.turkmenistan.ru.

<sup>55</sup>Starr, S.Frederick,(2007), *“The New Silk Roads Transport and Trade in Greater Central Asia”*, USA:Johns Hopkins University ibid, p.160[Online Web]  
URL:www.silkroadsudies.org/new/docs/CEF/Quarterly

<sup>56</sup> ibid, p.195,p.196

IMF Staff Report , Uzbekistan, may 2005,Washington D.C selected issues, P.15(Unpublished). Transition Report: Transition and International International .EBRD,November 2003,London, p.87.

**Geographic reorientation of trade:** where with Opening of the Sarakhs –Meshed rail link in 1997 which led towards gradual re- routing of Uzbek cotton exports towards Bandar-Abbas<sup>57</sup>.

**Energy Transit and Trade:** New energy transport route, which being acting as the natural gas trade from gas-Surplus countries such as Iran and Turkmenistan towards the gas-deficit countries like India and Pakistan. The electric transmission lines and New gas Pipelines being created about hundreds, of millions of dollars in transit revenues. Uzbekistan being having Natural gas reserve with its present South Ocean Asian energy grid and also the Central dispatch which being having the Tashkent, as the Central point. The transport costs of Central Asia is matter of concern in the landlocked countries. Also Uzbekistan is the double land locked country and then come Liechtenstein. Where the Construction of the Bafq-Mashhad rail link reducing distance on its route and its competitive with European routes in the future.<sup>58</sup> There being important physical Barrier between Afghanistan and Pakistan being the absence of a link from Termez.<sup>59</sup>

Inter-Regional Trade and Transport: Facilitations in Central Asian Region and in Europe, South Asia Region and East Asia and pacific, Trade Policy and trade and Transport Facilitation.<sup>60</sup>

Also the Shuttle which being imported towards Uzbekistan from Turkey, China and Iran cost about \$ 1 Billion and Smuggling, and there being energy products, exports of cotton and also precious metals, agricultural goods which being imported. Through this Shuttle trade where Mazar-i-Sherif and Uzbekistan trade also being increasing, with Opening of Land based Shuttle trade. which may prove well for opening new bridge through the Panj River mainly between the Tajikistan and Afghanistan and the competition of Anzob tunnel connecting the southern Tajikistan with Ferghana Valley.<sup>61</sup>

---

<sup>57</sup> Ibid ,p.203, p.197

<sup>58</sup> Ibid p.218

<sup>59</sup>Ojala,Laur ,(2005), Report on the Economic Impact of central South Asian Corridors prepared for the transport committee of CAREC”, Asian Development Bank(ADB),Manila March 2005.p/1

<sup>60</sup> Starr, S.Frederick,(2007), *The New Silk Roads Transport and Trade in Greater Central Asia* , USA:Johns Hopkins University ,P.221,p.224

<sup>61</sup> Asian Development Bank, Manila March (2005), *Economic Impact of the central-South Asian Road Corridors*”.Transport Committee of CAREC

## **Uzbekistan wholesale trade center build again for Central Asia**

(1) Termez-Mazar-Kabul-Jalalabadand

(2) Bukhara-Charzhou-Mary-Meshed-Teheran. Which being trucking and road transportation where the Uzbekistan having potential of serving as an energy clearing house.<sup>62</sup>

### **3.6 The Kyrgyz Republic**

The International trade which being the Greater Central Asia needs the transporting goods along the longer distance mainly through the countries which being neighbored there.<sup>63</sup> The Geo-economic and Regional Geopolitical Status, where the U.S State department has long grouped Kazakhstan. And the Central Asian republics and Russia being the region, with Southwestern Asia being part of Afghanistan<sup>64</sup>

**Xinjiang factors:** As there great is great problems for China in the Xinjiang Uyghur Autonomous Region is about growing separatism and Islamism. Also with the fastest growing development of China's, there is growth of fastest economic growth which has proliferated the natural resources competition, mainly in the energy area, through the Central Asia. Also with this trade in Central Asia, China having no such completion as it is having in U.S and European markets. Turkmenistan's position towards Afghanistan is mainly gas exporting interest in Afghanistan, Tajikistan, Uzbekistan, which being bordering each other and also being under developed areas, which effects the integration, which being regional.

Kazakhstan and Uzbekistan whose main focus is towards west, but Tajikistan, Turkmenistan and Kyrgyzstan orientation is towards northward. It is expected that in the next five or 10 years China can be important trading partner in the greater Central Asia, where it can redirect the vectors of economic activity towards eastward. Also in Afghanistan the local leaders, recognized that central authority of Kabul,s in Iran that

---

<sup>62</sup> Ibid p. 233.

<sup>63</sup> Starr, S.Frederick,(2007), *The New Silk Roads Transport and Trade in Greater Central Asia* , USA:Johns Hopkins University, p.237

<sup>64</sup> Ibid p. 241

about 65 million populations of people being there in Iranian Market and also being one of the largest market there. Also if all the market of the Greater Central Asia which being larger than the market of Iran, it is accepted that Chinese Market, combined with Pakistan and Uzbeks, Tajiks and Ethnic Turkmen being on both side of borders, having the Cooperative relations.<sup>65</sup>

**Security:** Issue such as lack of balanced in term of regional politics create various loophole in term of drug trafficking and terrorism, having various ties in countries like Afghanistan and other Greater Central Asian countries. Where in their political sphere Mosques are considered as only one of the political legal infrastructure.<sup>66</sup>

### **Infrastructure and Energy**

All the cargo which is transported toward Tajikistan from Pakistan has to cross via Suez Canal and focus towards Black Sea Ports, which being hauled by rail through various countries, then being reaching Tajikistan.

Afghanistan being the Central point connecting North –South Corridor and connecting Kyrgyzstan and Kazakhstan. And as Greater Central Asian countries Afghanistan playing important role in term of Shortest route towards the ports and the Indian Oceans, where Pakistan and Afghanistan being important way for gas and oil pipelines. Pakistan and Xinjiang being connected through the Highway. Most of the rail, road extended from Pacific Ocean towards Kashgar in the Western China linking Kazakhstan border and Uzbekistan linked with Afghanistan through auto bridge and railways , which extended across the Amu Darya between Afghani river port of Khairaton and Termez.

Druzhba-Atyrau railroad which being planned by Kazakhstan

Also there was a plan from Kazakhstan towards building Druzhba-Atyrau railroad and also linking Chinese Track Gauge and European Gauge where Kashgar-Torugart-Jalalabad railroad being constructed. Motor traffic passing through the Pakistan via Afghanistan. In the end of November, 2003 where the Salang Pass in Afghanistan where reopened and in may

---

<sup>65</sup> Ibid p.253

<sup>66</sup> Ibid p.253

2004, through the auto border-crossing between Tajikistan and China where opened towards the Tajikistan in Kulma Pass. Linking 68 km railroad line Mazar-e-Sharif coming from Khairaton.

### **Transport corridor Europe Caucasus as an important factor**

Main aims of TRACECA are transferring the bridges mainly between Europe and Asia, which being functioning via Europe from Russia to the Caucasus and Central Asia. The Barogil Pass, main passes like Hindu Kush Mountain range mainly in the Vakhn , which is important peaceful area. This Pass is fastest and comfortable access towards plan of Northern India throughout the years. <sup>67</sup> Afghanistan having infrastructure that may be useful alternative for connecting Russia, Iran and China. And Transporting route passing through the Iran may act as the optimal route for the Caspian oil. Which may further pass through the Pakistan and then final reaching the Indian Ocean. There been some legal issue which been taken through the bilateral free trade agreement and other trade agreement between Tajikistan and Uzbekistan which being signed. <sup>68</sup>

**3.7 Kazakhstan:** Central Asia's weak transport sector which contributes towards regional economic instability. It is through Silk road economic belt route that Spread of the religions, movement of good and exchange technique and idea and movement of armed force Bishkek, in 2006s was possible. <sup>69</sup>

Advantage of expanding international trade in central Asia

### **Trade between the Republic of Kazakhstan and the countries of Central Asia from 2000 to 2005**

---

<sup>67</sup> Bishkek (2006), “Draft of the Concept of Kyrgyzstan Development as a Transit Country for the Period up to 2020”, Ministry of Transport and Communication of the Kyrgyz Republic. [On Line web] Accessed On 5 may 2006, URL : <https://phys.org/news/2018-03-nomads-food-trends-silk-roads>.

<sup>68</sup> Bishkek,(2006), International trade in central Asia, MAY 5 2006 AKI Press. international trade in central [www.akipress.kg](http://www.akipress.kg) (AKI Press may 5 2006).

“ Draft of the Concept of Kyrgyzstan Development as a Transit Country for the Period up to 2020 Bishkek,2006”, Ministry of Transport and Communication of the Kyrgyz Republic.

<sup>69</sup> Starr, S.Frederick,(2007), *The New Silk Roads Transport and Trade in Greater Central Asia* , USA:Johns Hopkins University, P.274, p.277

Kazakhstan's transition marketing economy which was about succeeded in its adaptation with increasing the country's competitiveness. The North-South Meridian Transport Corridor.<sup>70</sup> It was in August, 2000 where Russia, Iran and India developed the transport can toward Russian and Iranian , ports on the Caspian Sea.<sup>71</sup>

Multipurpose transport being connected and develop such as Surkhob Valley, mainly passing through the Kyzyl-su, the Alay Valley in Kyrgyzstan and it being outwards the Sary-Tash (Tajikistan) and proceeding that towards the Chinese city of Kashgar which then connect Karakorum highways in other sense connecting towards the western region of China, Pakistan, Northern India and also the Karategin-Ala transport corridor, Karakorum Highways.<sup>72</sup>

### **Russia responses**

Russia responding towards the competition potential mainly by increasing competitiveness of trans-Siberian Highways.<sup>73</sup>

### **New pipeline projects**

Such as Tokaey, Kasimzhomart, Kazakhstan foreign policy in terms of globalization, Almaty. KazmunaiCaz, the proposed pipelines towards the China purpose was to connect Baku-Tbilisi-Ceyhan (BTC) project.<sup>74</sup>

Kaz Munai Gas new pipeline which being used by the CNPC towards transporting about 8 Million tons oil from western Kazakhstan. Kazakh oil exports towards south while passing through the Caspian Sea. Oil Pipeline Neka-Tehran-Tabriz in it North South route, main central point is mainly the Iran, Russia, Pakistan and India and also the

---

<sup>70</sup> Ibid p.288.

<sup>71</sup> Ibid P.278.

<sup>72</sup> Trade between the Republic of Kazakhstan and the Countries of Central Asia Asia from 2000 to 2005. p.278.

<sup>73</sup> Smirnov,N ,“Tbilisi-Ceyhan Interview of deputy minister of Foreign affairs of Russia”, [www.strana.ru](http://www.strana.ru). August 12,2001, Official Chronicle, Kazakhstan shkaya Pravda (Kazakhstan), October 17,2003.) East-West arteries, P.293.

Smirnov,n, (2003), “Interview of deputy minister of foreign affairs of Russia”,October 17,2003, security council session ,Kazakhstan skaya Pravda, official chronical p.293. [www.strana.ru](http://www.strana.ru).

<sup>74</sup> Starr, S.Frederick,(2007), *The New Silk Roads Transport and Trade in Greater Central Asia* , USA:Johns Hopkins University ,P. 296,

Takoev ,*Kasimzhomart, Kazakhstan foreign policy in terms of globalization*, Almaty,2000,P.139.

countries of Northern. In the East and West transport which includes such as Eastern Europe, European Union, China, South Korea, Japan, Southeast Asia, South Korea<sup>75</sup>.

### **3.8 Azerbaijan**

Azerbaijan main central main point of networking transportation link Markets such as Mediterranean region, Asia, Middle East, Europe Asia. Its main transit traffic route such as Central Asia and China then towards the Europe, India and Iran towards the Russia being coming under it.

Main alternative route being Inland route like Europe–Asia maritime transports, North South transport Corridor and East West transport Corridor, passing through the Azerbaijan. East west transport Corridor which includes China-India-Central Asia-Caucasus – Europe route and North South transport, Asian continent the Caspian region and Europe while passing through the India-Iran-Russia axis. Baku-Tbilisi-Erzurum natural gas pipeline and Baku-Tbilisi–Ceyhan oil which being the natural gas pipeline passing through the Azerbaijan, bring over \$100 billion in their respective state budget which enable gas and oil from Turkmenistan and Kazakhstan being Shipped mainly towards the Europe via the trans-Caspian pipelines<sup>76</sup>

#### **World Energy Trends and Importance GCA to India**

Various Project such as the Baku-Tiblisi-Ceyhan oil pipelines (BTC). and Caspian Pipeline Consortium Project (CPC) and the South Caucasus pipelines (SCP) which Asian demand, include especially in the China and India where it is considered that the demand of energy will be more being initiated.<sup>77</sup>

---

<sup>75</sup> Ibid p.297-301.

<sup>76</sup> Ibid p.314, p.315 ,[www.azerinvest.com/eng/Ibid](http://www.azerinvest.com/eng/Ibid) . [www.axisglobe.com / article.asp](http://www.axisglobe.com/article.asp). Article .48

<sup>76</sup> Ibid p.364, [online: web] [http:// www.azerinvest.com/eng/ibid](http://www.azerinvest.com/eng/ibid) ,[online: web] [www.axisglobe.com/article .asp](http://www.axisglobe.com/article.asp). Article. 48.

<sup>77</sup> Starr, S.Frederick,(2007), “*The New Silk Roads Transport and Trade in Greater Central Asia*” , USA:Johns Hopkins University ,P.305. [www.eatu.ru](http://www.eatu.ru). p.304,p.305,p.306-309

China and Russia, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan formed a membership in Shanghai Cooperation Organization, also these countries established Central-South Asian Transport and Trade Forum (CSATTF).<sup>78</sup>

### **3.9 Central and South Asian Corridor establish and started in 2003 after getting aid from ADB**

Russia, Iran and India are founding members of International North South Transport Corridor (INSTC) also Consisting of Belarus, Kazakhstan, Tajikistan, Oman, Armenia, Azerbaijan, Syria, Bulgaria, Ukraine, Turkey, and Kyrgyzstan. This route established transit route between Scandinavian countries and Russia towards Indian Ocean, Southeast Asia and the Persian Gulf. This route links with the Indian,<sup>79</sup> Transit route connecting Central Asia Countries with Russian Ports north of the Caspian Sea which Extend towards Iran passing through Southern ports towards Persian Gulf and countries on the Indian Ocean to Southeast Asia.

Also this route connects India's port of Mumbai with Bandar Abbas in southern Iran through the maritime transport. The Chabahar towards the coast of Iran which being supported by India, transport project in the Greater Central Asia , by building 235 km linking Zarang on the Iran-Afghan border to Delaram connecting all cities in Afghanistan and further north Central Asian Republics being connected

India connecting afghan side of about 222 km Zaranj –Milak road like this other project include such as linking of Chabahar port towards the Iranian rail network project including Central Asia and Europe.<sup>80</sup>Continent trade is tense relationships. India being having 29 directly weekly flights from India towards its destinations in Greater Central Asia. Also being the lowest cost airlines mainly going from the Central Asia to and from Amritsar and Delhi, towards Europe through the Ashgabat and Tashkent.<sup>81</sup>

---

<sup>78</sup> [online web] Accessed on 26 April 2005, URL : [www.cemt.org/online/council/2005/CM2005011e.pdf](http://www.cemt.org/online/council/2005/CM2005011e.pdf).

<sup>79</sup> ibid p 314, p.315,[Online web] accessed on 23 march 2018, <http://www.azerinvest.com/eng/Ibid> .  
[www.axisglobe.com/article.asp.article.48](http://www.axisglobe.com/article.asp.article.48)

<sup>80</sup> ibid p.364,[Online web] <http://www.azerinvest.com/eng/Ibid>. [www.axisglobe.com/article .asp.article.48](http://www.axisglobe.com/article.asp.article.48).

<sup>81</sup> Ibid P.365, p.374,p.375



### **3.10 India and Greater Central Asia trade.**

**Ashgabat:** Also Companies like Ispat International which India is gaining importance through the privatized entities and bringing about 6.5 million ton of capacity steel plant in Karaganda being the main active power plant. Having about 25 coals mines in Kazakhstan. Like this there are other Indian Companies such as Oil pipelines projects in Kazakhstan. Afghanistan and India which being signing the Preferential trade Agreement in 2003 provide duty concession for Afghans items like dry fruit.<sup>82</sup>

#### **Impact of Greater Central Asia for continent Trade**

Greater Central Asia region is crucial for future global energy reserve, as Kazakhstan which is emerging crucial Oil yielding and exporting countries and Turkmenistan-Afghanistan-Pakistan-India gas pipeline will be the future truth.

New Delhi considers Greater Central Asia as a significance strategic location because of the reason Tajikistan being just 20 km from the Greater Kashmir which is being presented and because of its energy resource. India being not connected directly with Greater Central Asia region and also not having good relation with Pakistan most of the year, where India selected and focuses its plan towards the International North South Transport Corridor. India has played positive and constructive plan in Afghanistan where the coming future India may be main leading partner in term of energy plan and connecting with TAPI project. Main impediment connecting continental trade with Eurasia it strain relation India and Pakistan, China.<sup>83</sup>

#### **Trade customs and facilitation Cooperation in the Xinjiang Autonomous Region**

Trade volume with the Kazakhstan have expanded in the fastest mode. China main interest in the Central Asia countries is that Reserve Energy Resource available there

---

<sup>82</sup> Ibid. p.375,p.376,  
p.78.79 ....www.ris.org.in/ramupendradas

<sup>83</sup> Ibid p.383.  
Paramonov, Vladimir(2006), "*China and Central Asia: Present and Future economic relation*",  
Central Asia, conflict and studies Research Centre. china's trade and Interests in Greater Central Asia and Beyond.  
Report

where in return Central Asia required Consumer and manufactured goods. Northwest of Xinjiang where being Chinese benefiting in term of economic cooperation with the Central Asia .Where it is estimated that about 80 % of Chinese trade volume being there through the Xinjiang, mainly with the Central Asia.

China diplomatic relation with Central Asia Countries is to achieve the delegitimize influence of ethno-religious extremism and separatism group in the Central Asian countries because of the reason China think it will be spilling over in the Xinjiang region of China in future, and that because being having trans historical factor links between those group in central Asian countries and Xinjiang being called as East Turkestan. In March 2005 there was Tulip Revolution in Kyrgyzstan where China facing threat in term of in term of its regional stability.

China main factor was towards relying on the oil which being mainly for transportation through the Malacca straits where it find being ,not open for itself in term of transport.

Where China see Gwadar port as the alternative for transporting energy supplies in rehabilitating 616 km Karakorum which links Pakistan with Xinjiang. Eurasian Land Bridge which crosses through the Central Asia and Xinjiang reduced the overload at the Chinese port from eastern costs.

Recently linked Kars Akhalkalaki rail network links Turkey and Georgia towards the Cross-Caucasus segment mainly on the Eurasia land bridge which being second, boosting trade networks. China cargo transporting trade related cargo towards the Aktau in Kazakhstan which being send onwards by Ferry towards the Baku and also then there of being towards the Istanbul being shipped by ferry towards the Europe and Istanbul via railroad link. The pipelines which links the Kumbols in Central Kazakhstan with the Kenkiyak in western Kazakhstan and also towards the possible tap energy resources being set up there, which were crossing through the Caspian Kazakhstan with Kenkiyak in western Kazakhstan, and also towards providing the important energy resources which

were mainly going through the Caspian by Atyrau and also towards the Chevron – Operated Tenqiz fields.<sup>84</sup>

### **3.11 China and Kyrgyzstan**

The Duhambe-Nurobod-Jirgoatol-Krygyz border where highways being build, with the highway tunnels of Shahrison and Sharshar. Xinjiang building new road towards Tajikistan and Chinese specialist participating for reconstructing that. The Tajik economy main focus is on Russia and Uzbekistan but Sino-Tajik economies ties have always made stronger China and Tajikistan relation through the Kulma Pass.

Through the Gwadar Port, there is Chances of trade linking and intensification with the Afghanistan trade by Tajikistan. Railways link between China and Kazakhstan passing through the Druzhba-Ala pass carrying about 75 percent of all world trade. China is also working on rehabilitating Jinhezhi-Yining –Horgos route which mainly minimized the time and route distances by about 200 km between the Almaty and Urumchi. Druzhba – Ala where lot more trucks is rolling towards the trade imbalance at Horges.

New Atasu- Alashankou pipelines connecting China and Kazakhstan Infrastructure within Greater Central Asia. Dushanbe-Kyrgonteppe-kolkhozobod-Ninhny-Panj railways line which have the exit of Afghanistan and the ADB, having the Uzbek-Afghan rail link mainly for the rehabilitation, with potential integrated projects. Also there is a concern for China, for its citizen in term of security working in the Central Asian countries and its entrepreneurs, and construction worker in the Pakistan. But also having concern in term of trafficking, terrorism and cross border criminality. Tajikistan, Uzbekistan, Afghanistan, Kazakhstan where the potential trade being frame worked towards the World trade Organization (WTO).

Various construction related project such as the Road like Kashgar-Torugart-Jalalbad road and Urimchi- Horgos- Almaty line which being relatively cheap and paving the way forward for reducing transportation cost. Trans-Caspian Pipelines, Baku-Tbilisi-Seyhan

---

<sup>84</sup> Ibid p.389,p. 390,p.391,p.392

Pipeline, the second being the Eurasian Land Bridge, where the bridges of the River connecting the Afghanistan and Tajikistan will be connected.<sup>85</sup>

### **Existing Transport Connectivity between India and Central Asia**

Goods being transported from Mumbai (Nhava sheva) through the seaport Bandar Abbas in Iran Where the good being transported while passing through Roadways to Afghanistan and then towards Central Asian Republics of Tajikistan, Turkmenistan, and Kyrgyzstan's. Red sea route travelling around the Gibraltar and Baltic Sea finally reaching there. Russia and CIS countries also there is seaport of Qingdao in China starting from Mumbai in Arabian Sea, and then moving along the Indian Ocean and on to the Pacific port of Qingdao in China.<sup>86</sup> .

Bandar Abbas and Qingdao are the main channels of good movement where landlocked countries like Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan also the Azerbaijan and Armenia are being benefitted.

### **New Transport Links and Transit Routes**

Wakkan corridor routes from greater Kashmir, Indian goods passing through the circuitous routes before they reached the Central Asia. West Asian Power such as Iran which is getting oriented towards greater regional Cooperation with Afghanistan and Central Asia states.<sup>87</sup> Also Indian good can pass mainly through Mumbai port in the Western India, concentrating on the Iranian port of Bandar Abbas by Sea and then towards the transport surface towards, Sarakhs via Iran-Turkmenistan border.

---

<sup>85</sup> Changqing,Zhao (2004), “ *Strategic Interests in Central Asia*”, Central and Asia, no 2005.

Blank, Stephen (2004), “*Infrastructure policy and National Strategies in Central Asia: the Russia*”, Central Asian Survey 23,3-4(DECEMBER 2004).

Ivanov, Vladimir (2003), “*21 creating a Cohesive Multilateral Framework through a new Energy Security Initiative for Northeast Asia*’ ERINA report 55, December 2003. [Online web]. [www.erina.or.jp/EN/Research/Energy.Ivanov](http://www.erina.or.jp/EN/Research/Energy.Ivanov)

Christoffersen Gaye (2006) problems an Prospects for Northern Asian Energy Cooperation, paper IREX, 23 March , 2000. pp. 63.

<sup>86</sup>Chandra,Amiya(2015), “*India-Central Asia Relations The Economic Dimension*” Pentagon press ,pp.67

<sup>87</sup> Ibid p.69 .

### **The North-South Transport Corridor**

The Central Asian Route Which started from Finland to connect Iran via Kazakhstan, Russia, Turkmenistan and Uzbekistan. Taxiatas in Turkmenistan and Nukuss in Uzbekistan are the two routes where an alternative route passes through the Central Asian Republics.

#### **3.12 Chabahar Port**

Chabahar port India which is linking India, gives access towards the Central Asia and Afghanistan goes through Pakistan and warms water not passing via Pakistan. Historically trade has being the main revolving factor for linking with Iran. India's investing about \$100 million in Chabahar, which being the port in Sistan-o-Balochistan province towards the Southeastern tip of Iran. Kandahar- Herat highway towards Iran being built by Iran which is investing in roads and alternative route towards Afghanistan. Afghanistan Hajigak running westward to Iran along Zarang-Delaram Highway towards Iranian port of Chabahar.

#### **3.13 Zarang-Delaram Road**

India building 213 km road from Zarang on its ways towards Iran-Afghan border connecting Delaram on the Garland highways with major cities in Afghanistan. Roads linking Garland Highway towards Iran border through the Milak Bridge which further links Chabahar. This road has also being way towards linking Central Asian Republics. Iran facilitating the Purchasing material and Indian equipment to be enter India. Worsening Security Situation in South-Western Afghanistan execution of the Zarang-Delaram road project which cost India U.S\$152.

Iran considered Chabahar port as Commercial trade and energy entrepot with the Central Asia, the Caspian region and Afghanistan. Where Gwadar port helping in term of Makaran coast of Pakistan which is main marine oil tanking terminal in Iran.<sup>88</sup>

---

<sup>88</sup> Izuyama, Mari. Kurita, Masahiro (2017), "Security in the Indian Ocean Region: Regional Responses to China Growing Influence", *East Asian Strategic Review 2017*. p.89

### 3.14 Chabahar- Fahraj-Bam railway link

In February 1997 agreement between India, Iran and Turkmenistan, 3 parties were involved in the transit of goods which being from Iranian port of Bandar Abbas towards Central Asia via Turkmenistan. Where the Agreement is being done towards providing Mumbai-Bandar Abbas-Sarakhs route mainly for the Purpose, of Carriage of freights towards the Central Asian Republics. And Rail link between Meshed and Sarakhs on the Turkmenistan.

Also with the Opening of the Bandar Abbas route which after the completion of its rail link between Sarakhs and Meshed on Turkmenistan's being bordering Iran's India's ,which was having difficulty in term of access towards Central Asia. Route which being linked with India towards the Central Asia through the Mumbai-Chabahar- Zarang-Delaram-heart- Naibabad-Khairaton-Termez and further being having greater Potential. Where this corridor can act like link between India and Central Asia. The Corridor from where the Mazar-e-Sharif and Uzbekistan being Connecting Heart, Delaram, Dogarun, Milak in Afghanistan towards the Iranian Ports and also further towards the Ahmedabad and also the Mumbai in the India.

Chabahar-Milak-Zarang-Delaram route which was signed in Tehran on 4-5 January 2003, where Memorandum of Understanding signed for the Development and the contracture of transport and transit Infrastructure, in the Chabahar-Milak-Zarang-Delaram route being signed in Tehran, in 2003, basically between 4-5 January and Afghanistan, India, Iran in 2003, which was trying towards upgrading infrastructure at Chabahar to the Afghan cities of Zarang. Through the Silk Road Economic Belt ,China "Neighborhoods diplomacy and foreign policy priorities towards making better relation with other countries such as Asia and where it could bring new element towards the EU-China relationships."<sup>89</sup>

---

<sup>89</sup> Summers, Tim (2016), China's "New Silk Roads: Sub national regions and networks of global political" *Third World Quarterly* ISSN: *Journal*, 16 mar.[Online web] accessed on URL: <http://www.tandfonline.com/loi/ctwq20>

### **3.15 China's New Silk Road Diplomacy**

China which emphasized towards enhancement of Cooperation with Central and Southeast Asia Border States being called the "New Silk road" diplomacy. Also the export markets and energy supplies being basically towards developing inland transport routes, where alternative sea lines to be connected and the development between the western parts and eastern parts of China being towards there. China's Policy towards the "Opening to the West" and also reinvigoration of its western Development Policy which being basically for connecting the Poland.<sup>90</sup>

Among about 22 countries visited by Xi and Li, being the neighboring countries of Turkmenistan, China, Russia, India, Uzbekistan, Pakistan, Brunei, Kyrgyzstan, Indonesia, Malaysia, Vietnam, Thailand. "China focus has been there in Central Asian countries towards strategic importance and commerce development towards the Eurasian Landmass which being having main water boundary and reducing U.S Supremacy."<sup>91</sup>

### **3.16 Shanghai Cooperation organization**

China through the Shanghai Cooperation organization (SCO) has been deepening its relation with the Central Asian countries bilaterally, where China diplomatic stunt is to make best use of vast Mineral resources there and in return boosting its trade with central Asian Markets.

Silk Route Economic Belt through which, there are prospect of threat like Terrorism, Separatism and Extremism towards the Uyghur minority from Central Asian Territories, which can be tackled with smoothness.

SREB, which linking Chinese Ports with Africa's Coast through the Suez Canal and then towards the Mediterranean Sea. Linking China with Europe through the Central

---

<sup>90</sup> Tatar, Justyna Szczudlik (2013) "China's New Silk Road Diplomacy" Policy paper

<sup>91</sup> Synder, Maria (2005), "The Silk Road: Two Thousand Years in the Heart of Asia by Frances Wood", *The Sixteenth Century Journal*, Vol.36, No.2, pp.623-624 [Online web] Accessed on 06 May 2018, <http://www.jstor.org/stable/20477469>

Asia Maritime Silk Route.<sup>92</sup> China constantly have been increasing its People to People contact in central Asia

In 2015, State Council approved by most of the department jointly approved their plans for the Belt and Road Initiative. Through the CPEC \$46 billion investment in Pakistan, China and Pakistan. Through which China having access to Middle east where Gwadar being the main centripetal point.

OBOR which china explains diplomatically that main aim is to connect the Pakistan, China and further to Eurasia. And also Pakistan energy CPEC through which there is linking Kashgar from Xinjiang province towards the Gwadar in Pakistan's Baluchistan province.

China will be having access toward Arabian Sea through the Gwadar port where Investment of energy resource development including electricity and gas of about \$ 33 billion where \$46 billion.<sup>93</sup>

### **3.17 CPEC long term Geo economic benefits, Geopolitical perspectives, and challenges**

About \$46 billion investment energy resource development, like electricity, and gas Cultivation and other Natural resources such as coal have taken place by Chinese govt. Gwadar (Baluchistan) and Nawabshah (Sindh) billion through which main aims is towards making main pipelines like Liquefied Natural Gas (LNGs) from Iran to the cities. Through this project China Emphasis has on internal economic growth and connectivity. Redeveloping Peshawar line like Karakorum Highways which cover Rawalpindi and Kashgar and Karachi Peshawar railways line , where this kind of Project have been on concessionary loans between Rawalpindi and Kashmir and Main Karachi Peshawar railways line.

---

<sup>92</sup> News release,(2015) , “ *Vision and Actions on Jointly Building Silk Road Economic Belt and 21st-Century Maritime Silk Road*” National Development and Reform Commission, NDRC and foreign Ministry and Ministry of Commerce. [online web] Accessed on 28 march URL:[http://en.ndrc.gov.cn/newsrelease/201503/t20150330\\_669367.html](http://en.ndrc.gov.cn/newsrelease/201503/t20150330_669367.html)

<sup>93</sup> National Development and Reform Commission, NDRC and Foreign Ministry and Ministry of Commerce, with approval by the State Council,2015



## **Special Economic Zones**

Connectivity through Industrial growth like regional development such as building Gwadar port in Baluchistan, also Gwadar port being the Nawanshah portion of the Iran – Pakistan gas Pipeline which is under the corridor, like Iran-Pakistan gas pipelines. Gwadar China connecting some main financial Centre in Dubai connecting finally the Persian Gulf. Where there is connection of Arabian Sea acts passing through the Maritime Silk route umbrella like allowing china connecting itself with west Asia through Pakistan.

East Turkmenistan Islamic party which is Xinjiang safe haven's and North waristan region as an important safe haven in Pakistan's North Waristan region. Hostilities with India, which is trust deficits with Afghanistan and India. Through this project Challenge's like terrorism can be handled up to some instance as security being provided along the CPEC corridor, Pakistan developing Special Security Division (SSD). ICSRC which make availability of alternate transport energy trade, fiber optics and communication highways like Gujarat run northern India Connecting Kashgar with western China through Indus Valley in Ladakh. Through CPEC diplomatic stunt in term of pacifying both the CPEC project benefitting India in term of economic ground like bilateral trade between Wagah Attari border which remained above 2\$ billion marks (except for 2011-2012).

Rajasthan-Sind (Munabao-Khakhrapap), and Punjab (Ferozpur-Kasur and Fazika-Sahiwal) which being the between India and Pakistan bilaterally build , previous being used by China Linking through Burma, China, India, Myanmar Economic Corridor and proposing connectivity projects like Amritsar-Kolkata Industrial Corridor 13 and Delhi Mumbai Industrial Corridor ,passing via Gujarat, Punjab and Rajasthan and other state. Also from the Lahore-Karachi Motorway in Pakistan and Karachi to Torkhum or SAARC highway corridor-1 (Lahore-New Delhi Kolkata-Petra pole-Benapole-Dhaka-Akhaura-Agartala.

In 2005, both sides commencing bus service that will be connecting Munabao (Rajasthan) and Khokhrapar (Sind) after 40 years and in 2006, both sides 23 began the

Amritsar –Nanana sahib bus service. The Internal Security of Pakistan which mainly depends upon the national gas and their availability in terms of curbing the Violent, which being the acts of extremism.<sup>94</sup> Also there being the New Great Game in Central Asia, and Consequent competition for acquisition of the region’s oil and hydrocarbon resources among Russia , US, Iran, China, Pakistan and Central Asia itself. <sup>95</sup>

---

<sup>94</sup>Rifaat,Hamzah. Singh Maini, Tridivesh(2014), “*The China-Pakistan Economic Corridor Strategic Rationales, External Perspectives, and Challenges to Effective Implementation*”, The International Crisis Group(ICG) 2014.

<sup>95</sup> Smith, Dianne L (1996), “Central Asia: A New Great Game? *Asian Affairs*”,vol 23No.3,pp 147-175. Publisher Taylor & Francis,Ltd.Stable. [online web] Accessed on 21 March 2018 URL: <http://www.jstor.org/stable/30272401>

## **CHAPTER FOUR**

### **Challenges India facing through the Belt and Road Initiative**

Through project likes SREB, China building Hambantota port in the Middle of Indian Ocean which touches Middle East and East Asia, which are considered as main energy supply lines. Main aims through Hambantato Port is China using deep sea port in the Indian Ocean for accomplishing passage of its Military Vessels. Malabar Naval exercise in 2017 between India, Japan and U.S which being, held as an important alternative from India and Pacific Oceans in September 2017. Which was support by the navies of Australia, Japan and Singapore between India and U.S. Main motive behind Malabar Naval exercise in 2017 was against the backdrop of tense face-off at the tri Junction point of India, China, and Bhutan in Doklam and at the time regular visit of Chinese warship in Pakistan, Sri-lanka, Bangladesh and Myanmar.

Many Central Asian countries though landlocked have converted landlocked as an important asset by building gas and oil , road railways and Channels of highways ,from the North to South and from East to west , linking important Production and Industrial Centre's.

Through this China have already been, working on building railroads ,highways and traversing China, building Offshore Facilities for Oil from Caspian Sea in Kazakhstan and gas from Turkmenistan, where transporting through pipelines towards the western regions of China.

Kazakhstan having largest reserve and producing largest tons of Uranium in 2014. Where mineral like Iron- ore e,gs, zince, coal, molybdenum, lead etc. are commercially viable quantities. Having largest amount of hydroelectric potential country like Tajikistan, and hydroelectric power and gold reserves in Kyrgyzstan and Natural gas reserves in Uzbekistan plays important role for India energy demand. Through the first Neighbors' policy in 2014, 26 may Indian P.M, said India has given it importance to India's proximate region. Where central Asia is of important extended Neighborhood, and it being given importance in all SAARC meeting by their representative and where

Mauritius ceremonial swearing in 26, may 2014. As India been benefited with Importing Uranium from Kazakhstan which been about 3000 tons, which India acquired about oil block.<sup>96</sup>

#### **4.1 Central Asia and India towards partnering in term of expanding vistas**

It was in 2013 where Indian P.M visited to the Central Asia in Tajikistan, which the first visit. Though last 14 year have passed there was rarely any visited to Central Asia by any Indian P.M. Vajpayee Visited Kazakhstan in 2002,while visiting to Tajikistan which was having Combining effect towards the Confidence Building Measure in Asia(CICA) in Almaty towards that year . It was in 2006 when Indian PM ManMohan Singh visited Uzbekistan and also visited Astana in Kazakhstan with in an overnight that is April 2011. Where several agreement such as Port development of International corridor (INSTC) and renovation of trilateral agreement towards the Chabahar port, which becomes member for Ashgabat agreement, being done there.

As India and Central Asia, facing the same problems of terrorism such as Al Queda, Hizb-ut-Tahir, Islamic State, IUM and Tajikistan which being Immediately after Independence and Uzbekistan in 2005.Young Men and Women being Vulnerable to extremism, fundamental influencing, young minds Influenced toward extremism where both countries will jointly tackle in such menaces.

India joined membership of Eurasian Economic Union (EEU).Indian Technical and Economic Cooperation (ITEC) programmed which is considered as India moving to binding more closeness with the Central Asian countries.

India being having biggest gas pipelines project in the central Asian countries. Also various prospects being cooperated in the energy, defense, and security and economically with the Central Asian regions.

India has been focusing on developing training and human capacity developments in remote sensing, in the area of Banking and English speaking to agriculture, rural

---

<sup>96</sup>Raisina Debates(2016), “ *First oil block off the Caspian Sea Shore in Kazakhstan in july 8,2015*”

development. There are some common factors of Peace, development and growth towards stability issue between India and Central Asia. And having stronger relations contributing towards increasing security and prosperity between these two countries.<sup>97</sup>

Main emphasis of SREB is on towards making convenient links between China, Central Asia, and Europe. Also Maritime Silk Road which being linking China with Africa from Suez Canal with Mediterranean Sea.

From Maritime Silk Road which is mainly through the Malacca Strait, the Kuala Lumpur where as in India from Kolkata towards the Nairobi .China begins this from China's Quanzhou Province.

#### **4.2 Fujian Free Trade Zone**

The Fujian Free trade Zone (FTZ) which mostly hold about Maritime Silk Road routes provides overland from Xiamen section. In Fujian FTZ where South China morning post being providing basic accessibilities such as Simplified Clearance, reduced import tariffs, policies like preferential tax, there are also two policies which included liberalizing borrowing , and other policies which included two way investment assistance.

India getting its access in Strategic Oman Port where Dugm like Chabahar-Gwadar is sighted for Military use. Indian P.M while visiting Oman, visited port of Duqm situated in seaboard of Oman in South Eastern Oman, and Indian Ocean and Chabahar Port in Iran.<sup>98</sup>

#### **4.3 Indian Military uses Port of Dugm**

In 2005 and 2016 a MOU being signed by the Military Cooperation between China and India , where Port of Dugm being situated towards the Southeastern Seaboard of Oman which being towards overlooking Indian Ocean and Arabian Sea.

---

<sup>97</sup> Mah, Raymond (2016), "*One Belt, one Road: Impact and Opportunities for Asia and Europe*" Mah Wenghui & Associates LAWASIA Conference, 15 August 2016.

<sup>98</sup> Twitter/ Narendermodi, Twitter/ Narendermodi

Port of Dugm being strategically importance in its links situated close to Chabahar port in Iran. In Seychelles and Agelega in Mauritius dugm fitting pro -active maritime security road strategy , which set up on its attack on submarine in Duqm port ,in western Arabian sea in September. Oman has been providing Operational visits by India Naval Ships. Where there are common responsibilities toward maintaining peace and security. Bilaterally joining and handling security problems in term of .terrorism , Information and capacity building in countering terrorism , sharing and capacity building information, India having access to it. <sup>99</sup>

Proposed Silk route passing through the South Asia, Central Asia, Europe and Africa. In Fujian Province of Quanzhou city considered as Maritime Silk Route (MSR) which is beginning point of the Silk route, passes mainly from Guangdong, Guangxi and Hainan, directed towards Malacca Strait.

Kuala Lumpur which being heading from Kolkata and Colombo, Crossing towards the Indian Ocean and then towards the Nairobi from there. Moving along the Red Sea to Mediterranean Sea ending up in Venice. China have connected its links from Kashgar to Gwadar through the China Pakistan Corridor, and through the BCIM Colombo port city project towards the Sri Lanka,Munza Mushtaq. And Expanding its trade and Investment across continents, both traditional Silk Road facilitating exchange in term of goods and Technology.

#### **4.4 Challenges India facing through One Belt one Road**

Also India being joining its hand with Japan towards establishing multiple infrastructure projects across Africa, Iran, Sri-lanka. And countering China ,s Silk road economic Belt ,India and Japan plan towards launching Asia-Africa connectivity towards making hegemony in the Indian Ocean. It being considered that Silk Road Economic Belt being

---

<sup>99</sup> Roy,Shubhajit (2018), “India gets access to strategic Oman port Duqm for military use, Chabahar-Gwadar in sight” *The Indian Express* ,13, February 2018. [Online web] accesses on 13 February 2018, URL:<https://Indiaexpress.com/article/india/india-gets-access-to-strategic-oman-port-for-military-use-chabahar-gwadar-in-signt-5061573>

the collection of Land-based Silk where it cover the Malaszewicze a polish cities and lodz which being the hubs for its important trans- shipment via other countries of Europe.

It was 7, September, 2013 when Xi located the One Belt One Road at Kazakhstan's Zazarbayey. India has Skipped Summit because of its territorial Sovereignty with which China,s open its SREB grand plan ,being under the framework of CPEC serious . Chabahar-Fahraj-Bam railway link, which is Indian consortium for engaging by Iranian ports and Shipping Company.

#### **4.5 Challenges' to China's through the OBOR**

CPEC connecting Xinjiang where most of the population is of Uyghur being conflict prone area, where Uyghur separatists claiming region to be part of East Turkestan Republics and being make part of the people Republic of China in 1949 illegally. Another point being that Insurgents, Separatist and Islamic State Jihadists for over a decade. Chinese Hegemony has been main point of worry where the regional conflict being normally expects, by various countries of the world.

India Being emerging economy and sharing its border with China, where question rises for India in term of containment and new pathways being supported by china which are aggressive towards India from Pakistan.<sup>100</sup>

#### **4.6 China intentionally Challenging India through the One Belt, One Road Initiative**

Maritime Silk Road which goes through Malacca strait towards the Indian Ocean moves along the Red Sea and Mediterranean Sea, which ends in Venice. India has been criticizing China OBOR policy which it consider will possess threat for India's security and China may in future use its economic power towards increasing its geopolitical purpose and create security problem in both the northern and southern part of the India in Kashmir and Indian Ocean. India had already being Challenged number of time on its border with China.

---

<sup>100</sup> Pant, Harsh V (2007) , "*India Challenges China's Intention on Belt, One road Initiative*" Yale university'', June 22.[online web] Accessed on 22,june,2007 , URL:<https://yaleglobal.yale.edu/content/india-Challenges-chinas-intentions-one-bet-one-road-initiative>

Also Gwadar port which being located in the strategic point like strait of Hormuz, is considered as hub for Chinese warships and submarine being surfacing there. India diplomatically have set up some important project like Chabahar port project, Myanmar,s Kaladan project also north-south corridor project with Russia acting as Potential Leveraged for the India in term of Countering its security threats <sup>101</sup>

India Concerns regarding OBOR is mainly major part of CPEC passing through through the Pakistan administered Kashmir, Gilgit Baltistan, where this being claimed by India since the first India- Pakistan war over Kashmir in 1947-48 which being main part of the erstwhile princely State of J&K . The proposal has been rejected by the India, on the pretext that passing through this disputed part of India Territory and recently civilian unrest in Kashmir is infused by Chinese support, is main concern for India. Beijing warnings India about its disruption of project will be receiving some elicit response. OBOR Initiatives indirectly signifies China's Kashmir policy in the region. Chinese policy changed with the 1962 Sino-Indian war and because of its growing convergence with Pakistan in the subsequent decades.

China diplomatically stunt on Kashmir is historical dispute, between India and Pakistan which can be resolved through the peacefully and dialogue fully. But China gives great importance to Kashmir issues with its relevance to Pakistan which left India in ambivalence. Where China intention is clear which does not respect the India's sovereignty over Kashmir.<sup>102</sup>

#### **4.7 Belt and Road Initiative as a challenges for India through the military establishment of China and Pakistan in Pakistan Occupied Jammu and Kashmir**

India concern have been raised about the deployment of militant troop where 15000 troops being deployed from Pakistani army and about 30,000 troops from the Chinese Army .As India already being put in challenging situation especially in Demchok and

---

<sup>101</sup> Pant, Harsh V (2007) , “*India Challenges China's Intention on Belt, One road Initiative*” Yale university”, June 22.[online web] Accessed on 22,june,2007 , URL:<https://yaleglobal.yale.edu/content/india-Challenges-chinas-intentions-one-bet-one-road-initiative>.

<sup>102</sup> Nag,Kausik(2017), “*India and OBOR: An Uncertain trajectory*”, *Seizing the One Belt, One Road opportunity*, Rasina Debates.



Chumar (2014) due to the Chinese incursion which has raised concern for India's future Plan. India has to diplomatically and all other means make China convince and understand towards maintaining One India policy.

### **India opposing its involvement**

Joining OBOR being legitimizing alleged state-sponsored terrorism from Pakistan, which spread towards the rest of J&K. Result in increasing trade deficit with china which is for arm-twist India into Favorable policies in the future.

China's Maritime presence which it was in 2018 where China considered to have facing different problems such as Terrorism, Geopolitical repercussion and political Instability and also facing New Security Challenges . CPEC which being including, Pakistan's Southern Gwadar port where Arabian Sea and Kashgar in China, s being the Far western Xinjiang Provinces.

### **4.8 Challenges for China via BRI**

The Port of Gwadar which being not only far from Karachi but also the point which make Arabian Sea towards meeting Persian Gulf, which mainly controlled by the China. Nearly \$46 billion developmental programmed being plan between Islamabad and Beijing , which included large amount being given to China , mainly being pumped towards the Pakistan Occupied Kashmir.

Another India being through Maritime Silk Route is traditional routes. China maritime trade routes which mainly passes through the South China passes through the East Africa and Mediterranean Europe through the Ports. Such as Kolkata, Karachi and Colombo in south Asia. And also another concern being the Why India needs to Take China's One Belt One initiative seriously. Delhi indicated that it look OBOR as a Unilateral, National Initiative of the China where other countries being not obligated to buy into. Xinjiang<sup>103</sup>

---

<sup>103</sup> Teneja (2018), "*The Challenges Facing China's Belt and Road Initiative*" published on march 28, One Belt and One Initiative: Redrawing India-China Relation. March 28.

## **India not Changing its stand on Belt and Road Initiative**

As China not supporting India at the UN inters mod, India entering the Nuclear Supply group (NSG) and Beijing is not supporting Masood Azhar as the Pakistan Based terror suspect proscribed as Terrorist at UN. Sino-India trade which being about \$2 billion dollar, crosses about \$70 billion mark, where more than 40 flights being operational between China and India.<sup>104</sup>

## **Raisina Dialogue**

Beijing has Unilaterally announced its project of Belt and Road Initiative which was laterally followed up with the regional states, has reinforced the Chinese suspicious plan which it explain is the geopolitical designs. India's policy makers have raised concern because of the reason China may intensify existing security Challenge in future for India. Where Indian top diplomat like Jia Shankar only ready said that more substantively it was on March 2016 where the inauguration of India's official foreign policy through the Raisina Dialogue being there. Also at the Raisina Dialogue in 2017 January where PM Narendra modi stated that "Connectivity in itself which cannot override or undermine the sovereignty of other nations".<sup>105</sup>

## **Issues related in terms of One Belt and One Road**

China having border dispute with India, where 2200 km of China border which leave only one period which is basically with any delineation and the other territory being where it being link to India .India-Pakistan relations most of the year left in ambivalence, Strain relation between two countries has made India worried. There is concern about cultural freedom issues in Kashmir, which are being put in a difficult zone, which put at lower group of social structure where main religions is only Islam and at the

---

<sup>104</sup> Yong Wang,(2016), " *Offensive for defensive :the Belt and road initiative and China's new grand strategy*" The Pacific Review. [Online web] Accessed on march 09, URL: <https://www.tandfonline.com/doi/pdf/10.1080/09512748.2016.1154690>

<sup>105</sup> Passi, Ritika. Pant,Harsh V (2017), "China,BRI Forum for global 2017"India, s Asia policy, July 24.pp. 88-95

higher strata where Upper class believing in Hinduism as the main religion . Which are main problems for relations to be reconciled? <sup>106</sup>

#### **4.9 China's Belt and Road Initiative which faces new Security Challenges in 2018**

Also Political Instability, terrorism and other geopolitical rivalries has always put challenge towards the BRI project in 2018. Iraqi government and Syrian which being having declaring victory over the Islamic State, where Terrorist being threading to dismantle the BRI project is mainly increasing rather than decreasing. Many Militant have kept their footholds in Syria and Iraq and also due to their trans-networking know dispersing in North Africa, Europe, Southeast Asia, Middle East, South Asia are main Bridgeheads along the BRI project.

Also being having already established network of Terrorism mainly through this Mountain Terrain in Afghanistan and Pakistan there is tendency of focusing on making new areas of Islamic State which they are not ready to shed their arm from their hand. Which has put China in ambivalent situation in term of Security from Terrorist threat. Also Belt and Road Initiative which has become not only development project but also election for some countries such as Thailand , Indonesia, Cambodia , Russia and Malaysia where political parties bargaining the project for campaigning . Where China BRI project where some parties favoring it while other are not. Recently Presidential election in Mongolia in June where use of BRI Project for the campaign being done openly.<sup>107</sup>

#### **China's Strings of Pearls through the Silk Road with its focus on Indian Ocean**

It was Britain's popular press which raised alarming German consortium towards building a railway through Turkey and Mesopotamia and then towards Indian Ocean. Railways opening interior of the Ottoman Empire towards European trade and allowing

---

<sup>106</sup> Cao,Jinqing (2018), "*Five Issues worth noticing on the "One Belt, One Road" Initiative*" Geopolitikai kutatintezet, 28 April, East China University of Science and Technology. [online web] Accessed on 13 February URL :<http://www.geopolitika.hu/en/2018/02/13/five-issues-worth-noticing-on-the-one-belt-one-road-initiative/>)

<sup>107</sup> Zhang,Chuchu and Xiao,Chaowei(2017, "*China's Belt and Road Initiative Faces New Security Challenges in 2018*"

overland transport of oil from Persian Gulf towards Europe. Beijing's publicly announcing the Indian Ocean Region as a relatively which got enclosed Geo-Strategic Space. Indian being having entry point from Oceans and Seas where a few Maritime ,being enclosed largely on three sides, India has taken Indian Ocean point in term of security . India which know raises major regional power, where Strategic thinkers consider India being having Proprietary attitude in the Indian Ocean and also having deep Instinctive that s fears mainly for Asian Land Powers towards penetrate the Protective Himalayan barrier separates India from the Eurasian hinterland.

K.M Panikkar strategic thinker on Indian naval strategy advocated that Indian Ocean should be Indian in nature and India should established forwards bases at or near Indian Ocean Choke points, which included at Singapore, Sri Lanka, Mauritius and Socotra.

#### **New Maritime Pathways in Indian Ocean by China**

China Deploying its naval forces in the Indian Ocean through which there are various minute dangerous chokepoints that cope with various logistic sides. Indian Ocean being logistically and strategically important point where India holding the military advantage over the China. India through the Indian Ocean having various lines of Communication towards its own bases and also various Ocean Resources.<sup>108</sup>

#### **New Overland pathways to the Indian Ocean**

Indian Ocean and Eurasian hinterland which envisaged by OBOR Initiative having importance strategically for the Indian Ocean. Where China is very much interested in the new ports. Important overland pathways in Indian Ocean which goes through the Xinjiang and then towards the Gwadar. And also through the Yunnan, the Myanmar towards the Bay of Bengal. Through the Southern Corridor where Myanmar Southern corridor in which several latest links being through the Indian Ocean which Include Kunming-Yangon road and river route which are newly linked towards the Myanmar port

---

<sup>108</sup> Brewster, David(2017), “*Silk Roads and Strings of Pearls: The Strategic Geography of China's New Pathways in The Indian Ocean*” Geopolitic volume 22,2017 issue 2

of kyaukpyu and which being more potentially ambitious corridor mainly passing through the Bangladesh and Myanmar to the Indian (BCIM).

### **Kyaukpyu-Yunnan route**

Kunming-Yangon River route which being mainly developed through the new Intermodal port towards the Bhamo towards the Irrawaddy River. Which include construction of a deep water port at Bay of Bengal? Also China developing Kyaukpyu-Yunnan route, where new connection to the Bay of Bengal, include the construction of a deep water port at Kyaukpyu and , parallel gas and oil pipelines towards the Yunnan Province which being costing about more than \$2.5 billion.

North-South Connectivity has been important project for India which basically links East-west Connectivity such linking with Myanmar and Thailand.

India has not being fully ready for the BCIM project in term of the North south connectivity because it should not be fully, under the framework of the Chinese OBOR Initiatives. China's OBOR Initiative being having Bridgehead Strategy such as through the Kunming in Yunnan and Kashgar in Xinjiang which being important for China economic gateways towards the Indian Ocean and also forming quarter ,which being sided the Southeast Asia and South Asia and towards making a comfortable environment for export processing. Where Xinjiang province as important base for connecting China facing Central Asia and Pakistan.<sup>109</sup>

### **Malacca Dilemma**

Also there is some implication for the new connection where China transporting gas and oil through the Indian Ocean which being basically, the Choke points through narrow's passage. There has been Numerous Implication for connecting China's security in term of energy basically towards mitigating through Malacca Dilemma which being the Strategic vulnerability in term of blocking gas and oil transporting. Which goes across the Indian Ocean, being having numerous Choke points such as Malacca Strait.

---

<sup>109</sup> Brewster,David(2017), "*Silk Roads and Strings of Pearls: The Strategic Geography of China's New Pathways in The Indian Ocean*" Geopolitics volume 22,2017 issue 2

Also Yunnan-Myanmar pipeline and Xinjiang- Gwadar Pipeline which being the reducing energy import basically through the Malacca strait. It has also been concern for India in term of Beijing deploying its security forces in PAK towards protecting its workers in Karakoram highways from attack, local tribal groups and Islamic terrorist groups.<sup>110</sup>

India look east policy which reflects an expansion of Delhi strategic interest towards expansion of eastwards into the western pacific Ocean, just like Beijing Maritime Silk Route/One Belt One Road Strategic reflecting China interest in the Indian Ocean.<sup>111</sup>

### Encircling India Strategy by China

China Encircling India is great strategy towards China's Great Game. Where emerging India is not at all digestible to China because of the reason India being giving proper competitive edge in the South, west, southeast and central Asia. But also in the India Ocean and Pacific Oceans where both countries have various dispute on their related interest. Clashes among Militaries of both countries on the border, on various occasion has always being a question mark on existing relation between both the countries. Chinese designing towards making India as a sub-regional power in term of its status. Where India choice of becoming important player at Asia-pacific region being challenged by China.

### **Tibet like syndrome for India and future consequences**

India already auspicious about China as it had already directly controlling Tibet since 1950. China has been building prolonged railways lines and highways in the Tibet region. Also Strategic development of military bases in Tibet has been another challenge for the India. In 2006 summers, Chinese open the Lhasa to Golmund railways which being considered by India as China diplomatic stunt, in term of development since 1950. Tibet military bases where Missile systems been established for countering Tibet domestic

---

<sup>110</sup> Karim, Mohd Aminul (2016), "China's Proposed Maritime Silk Road: Challenges and opportunities with Special reference to the Bay of Bengal Region". *Pacific focus*. [online web] Accessed on 28 December 2016 URL: <https://onlinelibrary.wiley.com/doi/abs/10.1111/pafo.12059>

<sup>111</sup> Brewster, David (2017), "Silk Roads and Strings of Pearls: The Strategic Geography of China's New Pathways in The Indian Ocean" geopolitic volume 22, 2017 issue 2

discontent which is pointed directly towards India capital New Delhi and focusing other major Indian Cities which poses great challenge for India. Where India is far away from countering China important province such as Beijing, Shanghai and Guangzhou.

### **Maldives islands**

Also China making important link between the Arabian Sea in Pakistan and Bay of Bengal between Bangladesh and Myanmar through the Maldives island, where great China great game policy toward controlling Indian Ocean being there. Another matter which is main dispute of concern between India and China is India is giving continuous exile at Dharmashala to the Tibetan government.<sup>112</sup>

## **4.10 Disaster Risk Reduction in the Belt and Road , and its contribution of DBAR**

### **Sendai Framework**

Digital Belt and Road (DBAR) Initiative which is being framed in 2016 which include Sendai Framework for Disaster is in agreement with and in support of agreed global framework like Sustainable Development Goals and the Paris agreement on climate change.

In 2004, Indian Ocean Tsunami catastrophe which put challenge along the Maritime Silk Road in the field of disaster. Where there felt the need of regional cooperation in disaster risk reduction process along with Countries connected to it. The Objectives of Digital Belt and Road (DBAR) where priority being towards promoting, and enhancing international cooperation including technology transfer.<sup>113</sup>

## **4.11 China OBOR initiative and Washington's Rebalancing Asia policy**

India has been worried about Chinese planed project which can be seen in three core areas such as 1): In Northeast regions the proposed China-Bangladesh-India-Myanmar

---

<sup>112</sup> Scott, David (2008) "*Indian Military penetration can be seen in Tajikistan towards the north of Afghanistan*", *The Great Power ,The Great Game between India and China. The Logic of geography* , p.1-26 published online 5 may 2018

<sup>113</sup> Hu, Richard w, "*China's 'One Belt One Road' Strategy :Opportunity or Challenge for India*

Economic Corridor which India considered it Sensitive which is the area where China influence could penetrate into its regions of India and where it can put big challenge into the India security. Also Northeast region being the main hub for the terrorism and separatism, also threat of external Challenges.

Also China through the Bangladesh-China-India-Myanmar(BCIM) corridor which is also linking Yunnan with our North-East regions of India ,where India consider big threat through it as China interfering in to the Indian Sphere.

Along with it India is also facing Non Security threats. China South-North water Transfer project which diverts the flow of major Tibetan rivers, where India and Bangladesh being depend on the Northern Eastern China plain for the Irrigation Also Beijing has always Challenge New Delhi in term of Blocking India from Asia- Pacific Economic Cooperation (APEC), also China does not Support India for it Permanent Seat in the UN Security Council. In the Indian Ocean where the nebulous Nine Dash Line, Which being not having any legal sanctity. Also UK and US act which being disregard of International law towards the 1960s. In Diego Garcia in the Chagos Island group being seized and built in the Permanent concrete aircraft carrier of US in the Middle of the Indian Ocean.<sup>114</sup>

#### **4.12 Maritime Counter –Terrorism and its Challenges in term India Security**

##### **Information Sharing**

There has been issue related to the Information Sharing, Coastal Security, and also other legal Mechanism being linked with Terrorism. India has already being cautious about Maritime Terrorism like Incident where NIA used Charging two men who were of Italian shot the Indian Fisherman in the Kerala coast in 2012 So also such kind of Incident from Chinese made Maritime Silk Route which India is worried. Information Sharing Information Sharing and Intelligence has been One of the Main Challenge India Facing through the Belt and Road Initiatives and India's Maritime Security.

---

<sup>114</sup> Washington's Rebalancing to Asia' policy and Beijing's One Belt One Road' Initiative



Already about 25 Intelligence agencies being involved in information sharing, Information sharing is must for Indian Navy, the Customs and Marine Police which is nodal organization.<sup>115</sup>

### **India Ocean security concern for India in its Containing Chinese influence in the region**

In The Indian Ocean China have been trying toward control energy resources with decreasing on the Strait of Malacca where China diplomatically put OBOR project. Through People Liberation Army Navy (PLAN). Setting their supply bases in Djibouti where anti-Piracy Operation being taken, also freedom to be being conducted for Chinese Fotilla. Which was protested by the India. Which India in 2007, in 2015 where Maritime Security Strategy, being supported mainly for Navigation purpose. India has sougning safety related assistance from the Countries which are member of ASEAN, Japan, U.S mainly against in context of South China sea .Also Pakistani Army main interest is to counter India influence in the India Ocean<sup>116</sup>

#### **4.13 Complex Strategic Environment in the Indian Ocean region.**

The Bab el-Mandeb Strait of Hormuz and Strait of Malacca which being main entrance sight towards Bay of Bengal from East Asia. Also through this region which has become Centre of global trade and main Centre being shifted towards the Europe to Asia where Indian Ocean being important deciding Global Economic trends.

#### **China's expanding its Presence in the region**

Chittagong Port which being built by China Bangladesh where India concern is there, because of the reason China String of Pearls Strategy.

---

<sup>115</sup> Shah Ridhi(2013), "*Maritime Counter-Terrorism: The Challenges of Centre-State Relations in India*", Maritime affair: Routledge , p.30-p.37.[Online web] Accessed 23 dec 2013, <https://www.tandfonline.com/doi/abs/10.1080/09733159.2013.837246?src=recsys&journalCode=rnmf20>

<sup>116</sup> Izuyama,Mari. Kurita,Masahiro(2017), "Security in the Indian Ocean Region: Regional Responses to China Growing Influence", *East Asian Strategic Review* 2017, P.39.

Also it was in 2009 where PLA Navy participated in the antipiracy Operation in Gulf of Aden. It was in 2010 where China sending Hospital Boat towards the Djibouti ,which end at Chittagong in Bangladesh ,is basically a medical assistances to the locals.

Where it was not considered any threat poses by China but got promotion in terms of publicity international contributor. It was in 2014 a Strategic agreement being done by China with Djibouti. Which was basically towards providing PLA Navy supports for their Operation which was known later on 2015?

It was in 2013 where India got big shock when PLA Navy conventional submarines made call to Sri Lanka two tome in September and November 2014. Also China usually conducting counter Piracy Operation for the Submarines which being done there in Ocean. It was in 2007 where Maritime Military Strategy being Security provider, displayed stringer awareness of China's activities.

Diplomatic plan of navies that is to prevent any aggression towards India Ocean ,where Naval Vessels being dispatched there towards countering piracy related issue in the Gulf of Aden. It was in 2015 where about 52 vessels being send there and about 3,100 merchants ship being escorted there.<sup>117</sup>

### **Responding to Indian Ocean China Entry**

India has been working towards re-incorporating both Sri-lanka and Maldives towards the framework of maritime security Cooperation. Tehrik-I-Taliban Pakistan(TTP) which being active in Northern Baluchistan and Khyber Pakhtunkhwa. Lashkar-e- Jhangvi which well-known as Sectarian and Afghan Taliban group there. Also it was in 2014 where Several Chinese tourist being kidnapped there.<sup>118</sup>

---

<sup>117</sup> Ibid P.40 , P.41, P.42 (1)

<sup>118</sup> Ibid p.56.

## Expanding Chinese Naval Presence in the Indian Ocean and Gwadar

Pakistan Navy being pursuing towards expansion of the Jinnah Naval Base at Ormara, Baluchistan, which being mainly between Karachi and Gwadar being the Military Port like that that of Karachi and Gwadar.<sup>119</sup>

### **Diplomatically balancing Act by Sri-Lanka with India and China**

It was in 2016 where President Xi whose was having first trip mainly to the Saudi Arabia. Where “Beijing Tianjin Hebei coordinated development Plan” and development plan for the Yangtze River Economic Belt being built there. It was in August 2016 where Beijing Tianjin Hebei and Yangte River Economic Zone development plan being established towards connecting China with the rest of the world, development.

### **TAPI Being the pipe dream reality in Wuhan India-China Summit**

Insurgency in Afghanistan being expanding ,Mutual Suspicions between Afghanistan and Pakistan and in Pakistan-Afghanistan border, Separatist group violence inside Pakistan, and disturbing relationship between Pakistan and India. Benefits of which being provided through employment to local residents, with access to Internet, electricity, gas and giving local the incentive towards protecting them.

Tehrik-e –Taliban which being the soft target towards the effort making Vulnerable this Project in through the Pakistan. Balouch Militants demonstrated their ability towards undertaking terrorist attacks against Civilians and Military personnel in quetta where TAPI pipeline being expected to Pass. TAPI Facing same fatas Iran-Pakistan-India (IPI) Pipeline. In 1999, Iran, Pakistan and India signing agreement building pipeline transferring Iran’s energy sources towards Pakistan and India. In 2012, Iran and Pakistan announced their readiness towards go ahead with construction of the Pipeline from Iran to Pakistan (IP). TAPI which is a dream since 1995, where Pakistan, Turkmenistan and US though of creating an interdependent Central Asia and South Asia <sup>120</sup>

---

<sup>119</sup> Ibid p.64.

<sup>120</sup> Al-Malkiy,Nawaf Saeed Ahmed (2018), “*The Kingdom of Saudi Arabia will soon join the China-Pakistan Economic Corridor(CPEC) and undertake investments at Gwadar Port*”, Interview of saudi Ambassador to Pakistan.

## **Restoring India's Silk Route Links with South and Central Asia Kashmir: Challenges and Opportunities**

It is through the Silk Road that product such as Salt, Jade, horse, shawls, slaves, leather, herbs, felts, tea, carpets, saffron, farm product and other cottage products being traded through the Silk Route which connects China with the India, Middle East and Europe in its interwoven network of sinuous routes which was passing through the world most dangerous deserts, uncomfortable mountains, forests, perilous passes, fertile oases also unaffordable rivers and Glaciers

### **4.14 Silk route being passing through the Greater Kashmir**

India being challenged by China in its way towards , Kazakhstan which has 50 percent of its trade with the India, where it was in 2000-01 where India-Central Asia Trade being about \$US 100 million dollar in the 2000-01 which further grows up to the US \$ 230 ,billion in 2005. Also with these various other trade share being there such as Chemicals, foodstuffs, Minerals Products ,hides and skins . Also air lift being conducted by China from Delhi and Dubai airport, through the Bay of Bengal and Bandar Abbas at Cabahar port in Iran.

It has always been challenging for the India because of the factors trade has been very low, and also energy consumption trade structure being also very low there. Though Indian Oil and Natural Gas Company (ONGC Mittal Energy ltd) which have exploration right s there in Kazakhstan and Uzbekistan which mainly is nearly about US\$3.5 billion.

Kashmir issues through the SREB: India and China being having very uncomfortable zone across the Jammu and Kashmir and Xinjiang , where the two countries being having common issues such Secessionism where Kashmir's and Uyghur's being the two different ethnic group in the regions .

---

Siddiqui,Maha(2018), "*Development of trade relations between China and the CARS*", CNN-News 18. 22, april.

Mitra,Devirupa(2018), "*Understanding the Purpose of the Wuhan India-China Summit. Tapi: A Dreamer s Pipe-dream becoming reality ?*", The wire [Online web] Accessed on april 26, URL: <https://thewire.in/diplomacy/expert-gyan-wuhan-india-china-summit>

Also trans-Jammu and Kashmir region which being having land routes there interim of again connecting the tradition route which had been passing through the Pakistan, Afghanistan ,China and Central Asia. Ladakh which has been the tradition route though it has security repercussion but it being where India already loss the Aksai China to China, India has already being worried about there. Though both the countries having common goal on Terrorism has always being challenging one.

Gilgit, wakhan and Srinagar-Muzaffarabad routes. It was in September 2008 where Asif Ali Zardari and Manmohan Singh issuing a joint declaration which being related to the reopening of Traditional Srinagar-Muzaffarabad and Poonch Rawalakot routes mainly from October 21, 2008 for tariff- free and that will be permitting trade based permit.

Also Wakhan Sub regional arrangement, and Gilgit , Srinagar-Muzaffarabad route where all this route come under the framework of the South Asia Free Trade Agreement (SAFTA) which being upgraded and also connected with the Afghanistan and Central Asian Regions for the trade and traffic , through which there prospect of Security, development and regional peace. Also Trans Kashmir route through which energy need of India can met out through these Channels and also India dependence on the Gulf countries can be reduced through this.

Also TAPI project which being mostly the conflict area where there are various terrain of Heart, Baluchistan, Quettam trans-Kashmir, Queta which is basically comfortable with the existing cost and that is considered as not too much affected to attacks. It has also being considered that trans-Kashmir solving the energy transmission channels which is considered as useful for solving Enormous Energy demand of Asian Sub continents. Which basically being colliding with the Trans-Afghanistan (TAPI) and also trans-Kashmir Corridors colliding with the trans-Pakistan gas pipeline.<sup>121</sup>

“Also Muzaffarabad, Wakhan , Gilgit where the Central Asian countries import energy. Also Importing hydropower from Tajikistan and Kyrgyzstan , gas and oil mainly from

---

<sup>121</sup> Greater Kashmir(2008),Data from the Export Import Data Bank , Department of Commerce, Ministry of Commerce and Industry, India , p.44

Uzbekistan and Turkmenistan where India across the Wakkan corridor, which being know a day difficult geo physical challenge.<sup>122</sup>

#### **4.15 Industrial Complex for Military being renovated by Pakistan**

Gwadar Port which China considered as energy requirement towards securing the alternative supply line for Chinese energy demands. Which India considered may turn into permanent bases. India already has being doubtful about Chinese string of pearls strategy, which Indian official considered diplomatically surrounding India and the UAE.<sup>123</sup>

Gwadar port

Gwadar port having its geo-economical and geopolitical importance has been centered as an important project through the CPEC .Some say that with the Gwadar port it will be looking as a next Dubai in term of development of the area. There are other challenges such as terrorism in the Khyber Pakhtunkhwa province near the Afghanistan border.<sup>124</sup>

About 25 percent of drugs like heroin and other drugs being produced and exported basically for former soviet states of Central Asia. Which some say can be handled through the China made Silk roads. Also Tajikistan which being seen as the drug gateway towards the Central Asia, and there being drug like heroin production in Afghanistan to. Heroin production has increase since mid-1990s with Afghanistan increasing proportionately.<sup>125</sup>

---

<sup>122</sup> Kaw, Mushtaq A (2011), “Restoring India’s Silk Route Links with South and Central Asia across Kashmir: Challenges and Opportunities” *The Journal of Central Asian Studies*.

Habova, Antonina, “*Silk Road Economic Belt: China’s Marshall Plan, Pivot to Eurasia or China’s way of foreign policy*”

<sup>123</sup> Pantuci, Raffaello. Lain, Sarah (2015), “*The Economic of the Silk Road Economic Belt*” China, International Security Studies, New Silk Road, Central and South Asia, Conference Report , 27 November [online web] Accessed on 27 November 2015 URL: <https://rusi.org/publication/conference-reports/economics-silk-road-economic-belt>

<sup>124</sup> Lye, Liang Fook, Wong, John, “Reviving the Ancient Silk Road: China’s New Economic Diplomacy” East Asian Institute, East Asia policy vol.06,no.03

<sup>125</sup> Lewis, David,(2010), “*High times on the Silk Road: The Central Asian Paradox*” World policy Journal, volume 27, Number1, Spring 2010 pp.39.pp.40

Li ,Peiyue , Qian,Hui, Wu, Jianhua, W.F, Ken , Verlag, Springer , Heidelberg, Berlin (2015), “*Building a new and sustainable “ Silk Road economic Belt*”, Environ Earth Science

### **India refusing to be part of OBOR Projects**

Recently in the Joint Qingdao Declaration, in SCO where various Council of Heads of State being presented there. India having first Summit in its full SCO membership which Indian policy makers of not compromising on its territorial issues, where Indian official stated that OBOR /Silk Road economic Belt Initiative being threat towards the India Sovereignty towards the China-Pakistan Economic Corridor (CPEC) mainly going through the Pakistan-Occupied Kashmir.

Unilateral, protectionist policies and other international trade various common issues being there such drug trafficking, terrorism, epidemics of infectious diseases and also climate Change.<sup>126</sup>

---

<sup>126</sup> IANS, Beijing June 10 ,2018,” SCO's Qingdao Declaration: India refuses to endorse Xi Jinping's OBOR as part of statement; full text India FP Staff Jun 11,2018

## **CHAPTER FIVE**

### **CONCLUSION**

Silk Road Economic Belt which Chinese is ambitious plans towards connecting different region of the world. Through which China diplomatically connecting its self with the world. Through the Silk Road Economic Belt China has been able to connect the Central Asia countries and then towards the European countries. China has been launching massive infrastructure project for this, to link itself with the world economy. Number of rail, road, bridges like infrastructure project being projected. Through Silk road Economic Belt China has connected itself with the 4 dimensional connectivity where its look west policy and its Connectivity with the East countries, China have grand ambition for its world connectivity. Various countries of the world has been impressed with the China grand ambition because through, these countries are being connected to it and got opportunity in term of rail, road, advancement and also some of the countries in the central Asia got manufacture product from China. Also China in return getting Oil and gas facilities from this the Kazakhstan and Turkmenistan.

China Grand project has been very disturbing for the India, as it has been passing through the Pakistan Occupied Kashmir known as China-Pakistan Economic Corridor. India has raised Concern about its future security because of the factor, its two Enemies being joining hand in the name of developmental project. But China has diplomatically said that the project is basically for the development prospective. India has always being Worried with Chinese Military being accompany with Pakistani Army along the CPEC project which India has always being worried and may led to India Security in Jeopardy in Future.

Silk Road Economic Belt through which China has been connecting itself with the African countries and through which China considered Indian Ocean being the main trade routes through which it can connect its self with the African and other countries of the world . It has been big head ache for the India in term of Chinese diplomatic policy of Spring of Pearls. Which India considered is basically for encircling India. While building



Port in the countries close to the India let it be Sri Lanka, let it be Pakistan, and other networking, through the Pakistan Occupied Kashmir increases India worries.

China connecting itself with the Central Asian countries decrease its dependence through the Southern side transport movement, and other airlifting route, which it will be linking itself with road side European countries, along the Central Asian Countries. China connecting and spreading its network along the Russia and Mongolia where China getting boost in terms of its network policy.

China hold in the Central Asian countries is also diplomatic stunt towards Challenging the US Hegemony in the Central Asia countries. China diplomatically has been trying towards changing itself to become world power which is both politically, economically and military. Silk road Economic Belt can also be seen as China Expansionists policy. China in some Middle East countries has been using Chinese Currency for its trade related issues. Where China promoting its Renminbi currency in world while transacting its Business. Which it indirectly, put Challenge to the US dollars in the world currency market? Also through the Silk Road economic belt China has been dumping its product across the Central Asian and African countries. China has been using pipeline diplomacy to increase its influence in the region. China using Optical fibre networks to connect itself with the world networks.

Also through the BCIM Project China has been building its network, where India has been ambitious, about its Asian Infrastructure Investment Bank which being sponsored by the China with maximum contribution of Fund, is another diplomatic stunt to reduce the dependence on the IMF bank where US being the hegemonic.

Through the Silk Road Economic Belt Initiative China have been diplomatically increasing its people to people contact with the Central Asian Countries and also giving scholarship waver to the Central Asian Countries Students. China has been increasingly working, towards building mutual trust of the people. China diplomatically using the Gwadar port for linking itself with the Central Asian Countries, Middle East and African. India has considered Gwadar port as a threat in terms of India security, where India

counter the Gwadar port build by China in Pakistan ,by building the Chabahar port in Iran.

Silk Road Economic Belt have been linking China in the expanded world market in the different dimensional way where most of the countries being impressed with the project because of the China assistance policy linked with it. Offering bridges construction, building road, railways lines with the latest technique.

The Gwadar port which has become the commercial hub being located near to the Arabian Sea, According to the Chinese official this port will be boosting the Pakistan economy and will be the next world Dubai. But the Project is still considered as ambivalence by the India which will be future Challenge for the India.

Silk Road Economic Belt Initiative which has been increasing China trade with the Central Asia and Number of cargo Trains running between the China and Central Asia, where the Almaty and Tashkent being the main Centre of cargo movement. Through the Silk Road Economic Belt Initiative China increase its links with South Asia, Central Asia, and Middle East. China westward policy which China considered will open wider Market and Shortest route for trading policy.

China Global reached is same as united State. China investing in the Making of the New Development Bank likes the Asian infrastructure Investment development Bank. China continuously increase its economic point and also encouraging other member countries with contribution, by Creating new world economic system and decreasing dependence on foreign institution and China Continuously building new institution which are on new phase interim of Challenging world present economic system.

Recently Silk Road Economic Belt through which China, said will be help full in countering Trans trafficking, drug trafficking and through this project various problem will be solved such as extremism, terrorism and Separatism. China Xinjiang region which is also known as East Turkestan, China considered may be influenced by Central Asian countries 3 evil such as Extremism, separatism, and terrorism .Which china authorities has taken into serious note.

Through the Joint Qingdao Declaration through in SCO , India stated that Silk Road Economic Belt initiative being hitting the India Sovereignty through the Chinese project of China Pakistan Economic Corridor which being passing through the Pakistan Occupied Kashmir which India considered it being disputed and China coming in between the India Territory. India has refused to join the Project. India and China has always being on the competition edge because of the China always tried to grab the world resources.

International North-South transport Corridor through where the rail project being sponsored and India promoted this project. North South Route which mainly build through the Iran, Azerbaijan, Russia which being across the Russia and Azerbaijan which being investing in the various project along the Port of Astrakhan.

China is making the Maldives as important partner, in term of connecting the Arabia Sea, which being sided towards the Pakistan and also in Bay of Bengal which being sided towards the Bangladesh and Myanmar. China Great game policy in term of Indian Ocean which India has serious node in term of Security. China has always played its diplomatic stunt towards encircling India in the name of development which India has understand , where India also has Started to Counter this by building Chabahar Port. Also India increasing it relation with the United State has increase the State of worry for the China.

Silk Road economic belt which being the China revival policy in term of linking itself with the International Market and expanding industrial links there in the different parts of the world with China Military in the different of the world diplomatically for protecting the Industrial hub's Area. Recently in Joint Qingdao Declaration in SCO, India refuses to the Silk Road Economic Project/ One Belt One Road project as its passing through the disputed territory and it being against the territorial integrity of India.

India and China in central Asia where the Hydrocarbon product and other energy resource has been in competitive edge. Through the Silk Road Economic project and China linking policy, building Gwadar port in Pakistan which being countered by India, building Chabahar port in Iran where both the countries in challenge put situation. China SREB Initiative which being the Geopolitical influential in term of Connectivity,

dependence of countries connected to its opening various new Institution in term of linking passes. Through this China making world view a positive for China , as important world power after United States and China as important deciding factor in the world decision related issue . China a world in term of providing technology provider with its large scale manufacture hub and Silk Road Economic Belt being the main provider in term access to world markets. Silk Road Economic Belt Initiative project through which “Digital Silk Road” being there in China planning to connect, to the entire developing world. Also Silk Road Economic Belt which being constructed with communication networks. Optic fiber Cables where the international trunk passageways, e-commerce, mobiles structures being there, main common technical standards being there, which being China planning to connects. Which directly and indirectly most of the countries fears in term of China surveillance strategy. Which is also concern for India? But China rejected it interim of its project being for the development projects. In the end I would like say that the Chinese SREB project design look good in term of its connectivity and access to world market but India has to well prepared in term of Market policy, relation with the Central Asian countries and smooth’s functioning of India’s border let it be air, water, land and all it should to use for market oriented approach towards connect with world market, collecting ,making India’s strong economy with further focus on making strong military, infrastructure of India.

## REFERENCES

(\*indicates primary sources)

Asian Development Bank, Manila March (2005), Economic Impact of the central-South Asian Road Corridors”. Transport Committee of CAREC.

Aaron L. Friedberg, “The sources of Chinese Conduct: Explaining Beijing’s Assertiveness,” *The Washington Quarterly*, 37-4 (2014), p. 142

\*Gas Pipeline Project Turkmenistan–Afghanistan-Pakistan-India.[On Line web] Accessed On 5 may 2006, URL: <https://phys.org/news/2018-03-nomads-food-trends-silk-roads>.

\*Ojala,Laur ,(2005), Report on the Economic Impact of central South Asian Corridors prepared for the transport committee of CAREC”, Asian Development Bank(ADB),Manila March 2005.p/1

Kazanstev, A.A(2016), “*Prospects for Russian-Chinese Cooperation in Central Asia*”, *Russian International affair council (RIAC)*. [Online Web] Accesses on 16 august 2016 URL:<http://russiancouncil.ru/en/activity/workingpapers/perspektivy-sotrudnichestva-rossii-i-kitaya-v-tsentralnoy-az>

Barisitz,Stephan(2017), “*Central Asia and the Silk road: economic rise and decline over several millennia*”, Springer

Bhattacharjee,subhomoy(2017), “Race for supremacy:India, Japan plan alternative to counter china,s OBOR”, *Business standard*,16 may.

\*Bhoothanthalingan,ravi (2016), “*The Silk Road as a global brand*”, *China Report*,vol.52,no 1,45-52.

Tzu,Sun( Breaking the enemy’s back without Fighting “Sun Tzu, *The Art of War*”. China Strategy for Reviving its New Silk Road.

Belt and Road(2015), Ministry of Foreign Affairs, and Ministry of Commerce of the People's Republic of China, with State Council authorization in March 2015, [Online web] Accessed on March2015,URL:[http://english.mofcom.gov.cn/article/zt\\_beltandroad/](http://english.mofcom.gov.cn/article/zt_beltandroad/)

Bhattacharjee,subhomoy(2017), "Race for supremacy:India,Japan planalternative to counter china,s OBOR", Business standard,16 may.[Online web] URL: <http://www.business-standard.com/article/economy-policy-policy/race-for-supremacy-India-japan-plan-alternative-to-china-s-obor>

Brewster,David(2017), "Silk Roads and Strings of Pearls: The Strategic Geography of China,s New Pathways in The Indian Ocean" Geopolitic volume 22,2017 issue 2

Bishek (2006),"*Draft of the Concept of Kyrgyzstan Development as a Transit Country for the Period up to 2020*", Ministry of Transhttps.html port and Communication of the Kyrgyz Republic.[On Line web] Accessed On 5 may 2006, URL : <https://phys.org/news/2018-03-nomads-food-trends-silk-roads>.

Bishkek,(2006), International trade in central Asia, MAY 5 2006 AKI Press.

international trade in central [www.akipress.kg](http://www.akipress.kg) (AKI Press may 5 2006). [Online Web] Accessed on 27 March 2018, URL <https://phys.org/news/2018-03-nomads-food-trends-silk-roads.html>

Broad man,Harry G.2007, "*Africa,s Silk Road: China and India ,s New economic frontier*", washing. D.C world Bonde publications

Brinza,Andreea (2013), "Redefining the Belt and Road Initiative",*The Diplomat*

\*Blank,Stephen(2004), "Infrastructure policy and National Strategies in Central Asia: the Russia", Central Asian Survey 23,3-4(DECEMBER 2004)

\*Blank,Stephen(2004), "*Infrastructure policy and National Strategies in Central Asia: the Russia*", Central Asian Survey 23,3-4(DECEMBER 2004).

Barendse, Rene. 2004. The Arabian Seas: The Indian Ocean World of the Seventeenth Century, Armonk, NY: M.E.Sharpe.

Changqing, Zhao (2004), "Strategic Interests in Central Asia", Central and Asia, no 2005.

Clinton, Hillary R. "Remarks on India and the United States: A Vision for the 21st Century." US Department of State (20 July 2011). Web. 11 January 2017

Christoffersen Gaye(2006) "problems an Prospects for Northern Asian Energy Cooperation" , March , 2000 ,paper IREX, 23.

Cheng,Gao(2015), "Correcting misconceptions about the Silk Road initiatives," China Daily, March 10, 2015, [http://usa.chinadaily.com.cn/opinion/2015-03/10/content\\_19772353.htm](http://usa.chinadaily.com.cn/opinion/2015-03/10/content_19772353.htm);

Challenge of Disaster Risk Reduction in the Belt and Road: Contribution of DBAR. Han Belt and Road region is majorly considered as world's disaster death and losses

Cao,Jinqinq (2018), "*Five Issues worth noticing on the "One Belt, One Road" Initiative*" Geopolitikai kutatintezet, 28 April, East China University of Science and Technology.[online web] Accessed on 13 February 2018 URL :<http://www.geopolitika.hu/en/2018/02/13/five-issues-worth-noticing-on-the-one-belt-one-road-initiative/>)

"China-proposed initiatives synergize with ASEAN's development strategies", China Daily, 22 December 2015

Cai, Peter (2017), "*Understanding China's Belt and Road Initiative*", Lowy Institute for International Policy. [Online web].Accessed 2016 URL: [https://www.lowyinstitute.org/sites/default/files/documents/Understanding % 20 China % E2 % 80%/ 99 %20 Belt 20% and 20 Road % 20 Initiative](https://www.lowyinstitute.org/sites/default/files/documents/Understanding%20China%E2%80%99s%20Belt%20and%20Road%20Initiative)

Huang,Yiping(2016), "*Understanding China's Belt & Road Initiative: Motivation, framework and assessment*" ,peking university, [Online web].Accessed 2016 URL: [https://www.lowyinstitute.org/sites/default/files/documents/ Understanding % 20 China % E2 % 80%/ 99 %20 Belt 20% and 20 Road % 20 Initiative](https://www.lowyinstitute.org/sites/default/files/documents/Understanding%20China%E2%80%99s%20Belt%20and%20Road%20Initiative)

Hillary Clinton, "Progress Noted, but Questions Remain Over 'New Silk Road' Initiative," U.S. Department of State, July 2011,[Online Web] Accessed on 12 December 2017 URL: <http://www.state.gov/secretary/rm/2011/07/168840.htm>

The Hindu(2017),‘Sino-Pak Highway, a one-way street’ , 03 August,  
<http://www.thehindu.com/todayspaper/tp-international/sino-pak-highway-a-one-way-street/article19411384.ece>

**\*21st-Century Maritime Silk Road**” National Development and Reform Commission, NDRC and foreign Ministry and Ministry of Commerce

\* “ Draft of the Concept of Kyrgyzstan Development as a Transit Country for the Period up to 2020 Bishkek,2006”, Ministry of Transport and Communication of the Kyrgyz Republic.

\*Deepak,B.r, (2018) “*China’s Global Rebalancing and the New Silk Road*” Singapore: Springer

Debroy, Bibek(2017), “A new Lunatic express: OBOR Project worldwide are stacking the deck for Chinese enterprises and banks”, *The Times of India*, 2 June 2017.

Fallon,Theresa(2015), “The New Silk Road: Xi Jinping,s Grand Strategy for Eurasia”, American Foreign Policy, [Online: web] Accessed on 20 July. 2015 URL: [www.asean-China-Org/english/2013-10/10/03/c](http://www.asean-China-Org/english/2013-10/10/03/c) ,<https://doi.org/10.1080/10803920.2015.1056682>

Grafe,Clements,Martin Riaser and Toshiaki Sakatsume (2006), “Beyond the Border: Reconsidering regional Trade in Central Asia”,EBRD working paper

Gaye, Christoffersen (2006) problems an Prospects for Northern Asian Energy Cooperation, paper IREX, 23 March, 2000

\*Greater Kashmir(2008),Data from the Export Import Data Bank , Department of Commerce, Ministry of Commerce and Industry, India , p.44

Garver, John w,(2006), “ *Development of China’s Overland Transportation links with Central, South-West and South Asia*”.[online: web] accessed 21 march 2018,URL :<http://www.jstor.org/stable/20192573> Accesses : 21-03-2018 05:45 UTC. Publisher Cambridge University Press on behalf of the School of Oriental and African Studies. The China Quarterly, No.185 (Mar, 2006), PP.1-22



\*Habova, Antonina, "Silk Road E Tian, Jincheng. (2016), "One Belt One Road: Connecting China and the world; McKinsey & Company", July.

Hu, Richard W. (2018), "China's 'One Belt One Road' Strategy: Opportunity or Challenge for India. [Online: web] Accessed on 21 March 2018, URL: <http://www.jstor.org/stable/20192573> Accesses: 21-03-2018 05:45 UTC, Cambridge University Press, The China Quarterly, No. 185 (Mar, 2006), pp. 1-22

\*Ivanov, Vladimir (2003), "21 creating a Cohesive Multilateral Framework through a new Energy Security Initiative for Northeast Asia" ERINA report 55, December 2003. [Online web] URL: <http://www.erina.or.jp/EN/Research/Energy.Ivanov>

Izuyama, Mari. Kurita, Masahiro (2017), "Security in the Indian Ocean Region: Regional Responses to China's Growing Influence", *East Asian Strategic Review* 2017 p. 89

Raisina Debates (2016), "First oil block off the Caspian Sea Shore in Kazakhstan in July 8, 2015)

Rana, Krishan (2017), "China's Belt and Road Initiative (BRI): Impact on India and its China Diplomacy", Institute of Chinese Studies, 17 October, 2017

IMF Staff Report, Uzbekistan, May 2005, Washington D.C. Selected Issues, P. 15 (Unpublished). Transition Report: Transition and International International. EBRD, November 2003, London, p. 87

Jianhua Li, Peiyue. Qian Hui, Howard, Ken W.F. (2015), "Building a new and sustainable 'Silk Road economic belt'" [online web]: URL: [file:///C:/Users/NEW/Downloads/10.1007s\\_12665-015-4739-2Published%20\(1\).pdf](file:///C:/Users/NEW/Downloads/10.1007s_12665-015-4739-2Published%20(1).pdf)

James, Petra's (2011), "North and Central Asia as a Transit Hub: Potential, Challenges and Way Forward" Washington's pivot to Asia: A debacle unfolding", Global Research.

Jiao, Wu (2013), "President Xi gives Speech to Indonesia's Parliament" China Daily.com.

Journal/sagepub.com/doi/pdf/10)

Jacob, Jabin T. 2017b. 'Deciphering the Numbers: Employment in the China-Pakistan Economic Corridor', *International Relations*, 22 August 2017, <http://www.e->

ir.info/2017/08/22/deciphering-the-numbersemployment-in-the-china-pakistan-economic-corridor/

Jacob, Jabin T. 2015. 'China's New Silk Road Diplomacy', *Organiser*, Vol. 66, No. 46, 17 May, <http://organiser.org/Encyc/2015/5/9/Cover-Story--China%E2%80%99s-New-Silk-RoadDiplomacy.aspx?NB=&lang=3&m1=&m2=&p1=&p2=&p3=&p4=>

Jiang Zhida, "ASEAN will gain from Maritime Silk Road," *China Daily*, March 31, 2015, [Online web] Accessed on 12 march 2017, URL: [http://usa.chinadaily.com.cn/opinion/2015-03/31/content\\_19957721.htm](http://usa.chinadaily.com.cn/opinion/2015-03/31/content_19957721.htm). 9

Kiel University, (2018), "*Nomads were setting food trends along the Silk Roads*", [Online Web] Accessed on 27 March 2018, URL <https://phys.org/news/2018-03-nomads-food-trends-silk-roads.html> [online web] <http://mea:India.nic.in/srec/internalpages/tapi.Pdf>, [www.adb.org](http://www.adb.org)

Karim, Mohd Aminul (2016), "*China's Proposed Maritime Silk Road: Challenges and opportunities with Special reference to the Bay of Bengal Region*". *Pacific focus*. [Online web] Accessed on 28 December 2016 URL: <https://onlinelibrary.wiley.com/doi/abs/10.1111/pafo.12059>

Kaw, Mushtaq A (2011), "Restoring India's Silk Route Links with South and Central Asia across Kashmir: Challenges and Opportunities" *The Journal of Central Asian Studies*.

Li, peiyue. Qian Hui, .Howard, ken W.F (2015), "*Building a new and sustainable " Silk Road economic belt*", *Environ Eath Sci* [online web] URL: [file:///C:/Users/NEW/Downloads/10.1007s\\_12665-015-4739-2Published%20\(1\).pdf](file:///C:/Users/NEW/Downloads/10.1007s_12665-015-4739-2Published%20(1).pdf)

Lewis, David,(2010), "High times on the Silk Road: The Central Asian Paradox" *World policy Journal*, volume 27, Number1, Spring 2010 pp.39.pp.40

Lye, Liang Food, wong, john, "Reviving the Ancient Silk Road: China's New Economic Diplomacy" Initiative, East Asian Institute, East Asia policy vol.06,no.03

Liu Xiaoming, "New Silk Road is an opportunity not a threat," Financial Times, May 24, 2015, [http://www \(28.ft.com/intl/cms/s/0/c8f58a7c-ffd6-11e4-bc30-00144feabdc0.html#axzz3bH6GePCA](http://www.ft.com/intl/cms/s/0/c8f58a7c-ffd6-11e4-bc30-00144feabdc0.html#axzz3bH6GePCA)

Lan Jianxue, (2015) "Developments in South Asia in 2013: Accelerated Transformation and Overlying Risks" Beijing: CIIS/World Affairs Press, 2015)

\*[On line:Web] Accessed 22-23 November 2016, URL :[http://](http://www.ft.com/intl/cms/s/0/c8f58a7c-ffd6-11e4-bc30-00144feabdc0.html#axzz3bH6GePCA) North and Central Asia as a Transit Hub: Potential, Challenges and Way Forward

[online web] Accessed on 13 february URL :<http://www.geopolitika.hu/en/2018/02/13/five-issues-worth-noticing-on-the-one-belt-one-road-initiative>.

[Online web] Accessed on april 26, URL: <https://thewire.in/diplomacy/expert-gyan-wuhan-india-china-summit>

Malik, Ishfaq Ahmad (2014), "*India-Central Asia Economic Relations: Prospects and Challenges*" Partridge India, 28 December 2015.

Mah, Raymond (2016), "One Belt, one Road: Impact and Opportunities for Asia and Europe" Conference, 15 August 2016, Mah Wenghwai & Associates LAWASIA.

Malkiy, Ma al and Ahmed, Nawaf Saeed (2018), Saudi Ambassador interview to Pakistan, Saudi Arabia 2018

Mitra, Devirupa (2018), "*Understanding the Purpose of the Wuhan India-China Summit. Tapi: A Dreamer's Pipe-dream becoming reality?*", The wire [Online web] Accessed on april 26, URL: <https://thewire.in/diplomacy/expert-gyan-wuhan-india-china-summit>

Mimeographed (2005), "Review of inter-regional trade and transport Facilitation in Europe and Central Asia Region, South Asia Region and East Asia and Pacific Region

\*Ministry of Foreign Affairs and Ministry of Commerce of the People's Republic of China, "Vision and Actions on Jointly Building Silk Road Economic Belt and 21st Century Maritime Silk Road," National Development and Reform Commission (Ministry of Foreign Affairs and Ministry of Commerce of the People's Republic of China: Beijing, March 2015)

Newsroom(2018), “*Silk road: The Most Important Transnational Tourism Route of the 21<sup>st</sup>, Century*”, World Tourism Organization [On Accessed:07 march 2018] URL: <http://media.unwto.org/press-release/2018-03-07/silk-road-most-important-transnational-tourism-route-21st-century>

\*News release,(2015) , “ ***Vision and Actions on Jointly Building Silk Road Economic Belt and 21st-Century Maritime Silk Road***” National Development and Reform Commission, NDRC and foreign Ministry and Ministry of Commerce. [online web] Accessed on 28 march URL:[http://en.ndrc.gov.cn/newsrelease/201503/t20150330\\_669367.html](http://en.ndrc.gov.cn/newsrelease/201503/t20150330_669367.html)

News (2015), “*Belt and Road*” , Ministry of Foreign Affairs and Ministry of Commerce .[online web] URL: accessed on 24 April 2018 [http://english.mofcom.gov.cn/article/zt\\_beltandroad/](http://english.mofcom.gov.cn/article/zt_beltandroad/)

Nag,Kausik(2017), “India and OBOR:An Uncertain trajectory”, Seizing the One Belt,One Road oppourtunity, Rasina Debates

**Paramonov,Vladimir(2006), “*China and Central Asia: Present and Future economic relation*”, Central Asia, conflict and studies Research Centre**

\*Pantuci,Raffaello. Lain,Sarah (2015), “*The Economic of the Silk Road Economic Belt*” China, International Security Studies, New Silk Road, Central and South Asia, Conference Report , 27 November [online web] Accessed on 27 November 2015 URL: <https://rusi.org/publication/conference-reports/economics-silk-road-economic-belt>

Pant,Harsh V (2007) , “*India Challenges China,s Intention on Belt, One road Initative*” Yale university”, june 22.[online web] Accessed on 22,june,2007 ,URL:<https://yaleglobal.yale.edu/content/india-Challenges-chinas-intentions-one-bet-one-road-initiative>.

Passi, Ritika. Pant,Harsh V (2017), “China,BRI Forum for global 2017”India, s Asia policy, July 24.pp. 88-95

Paper Series (2014), “Central and Eastern Europe in Building the Silk Road Economic Belt”, European studies institute of European Studies Chinese, Academy of Social Science. Vol.8, No.3, 2014.

Richard Q. Turcsanyi, “The Limits of China’s Cooperation with Central and Eastern Europe,” The Diplomat, 4 December 2015, [http:// thediplomat.com/2015/12/the-limits-of-chinas-cooperation-with-central-and-eastern-europe](http://thediplomat.com/2015/12/the-limits-of-chinas-cooperation-with-central-and-eastern-europe)

Snyder, Maria (2005), "The Silk Road: Two Thousand Years in the Heart of Asia by Frabces wood" *The Sixteen Journal Stable*, vol 36, No pp, 623-624, [online web] Accessed on 5 July 2018, URL: <https://www.jstor.org/stable/pdf/20477469.pdf?refreqid=excelsior%3A3fb6ca2ea7f1858d9bb925a92ebf9163>

Smith, Dianne L (1996), "Central Asia: A New Great Game? Asian Affairs", vol 23 No. 3, pp 147-175. Publisher Taylor & Francis, Ltd, stable. [online web] Accessed on 21 March 2018 URL: <http://www.jstor.org/stable/3027401>

Quoted 2013, English-Language report meeting, Xinhua, October 26. [Online web] Accessed on 28 March URL: [http://www.xinhuanet.com/english/2015-03/28/c\\_134105435.htm](http://www.xinhuanet.com/english/2015-03/28/c_134105435.htm)

Miglani, Sanjeev (2015). "India, Japan, U.S. Plan Naval Exercises in Tightening of Ties in Indian Ocean," *Reuters*, 22 July, [online web] accessed on 25 June 2018, <http://www.reuters.com/article/2015/07/22/us-india-military-exercises-idUSKCN0PW1EB20150722>

Rana, Pradumna B (2014), "Building Silk Roads for the 21<sup>st</sup> Century", East Asia Forum", [Online web] Accessed on 16 August 2014 <http://www.eastasiaforum.org/2014/08/16/building-silk-roads-for-the-21st-century/>

Ray, Shubtnomoy (2015), "Infrastructure finance and Financial sector Development" ADBI working paper series

Rana, Krishan (2017), "China's Belt and Road Initiative (BRI): Impact on India and its China Diplomacy", Institute of Chinese studies.

Richard w. hu / , "China's One Belt One Road Strategy: Opportunity or Challenge for India

Robert Olsen, R. (2012) "Arabia-Asia: China Builds New Silk Road, But Is the Middle East Ready?" *Forbes*, October 2012, [online web] Accessed on 23 February 2017 <http://www.forbes.com/sites/robertolsen/2012/10/21/arabia-asia-china-builds-newsilk-road-but-is-the-middle-east-ready/> [accessed in April 2013].

Riaat Hamrahand Singh Maini, Tridivesh (2014), "The China-Pakistan Economic Corridor Strategic Rationales, External Perspectives and Challenges to Effective.

Roy, Shubhajit (2018), "India gets access to strategic Oman port Duqm for military use, Chabhar- Gwadar in sight" *The Indian Express*, 13, February 2018. [Online web]

accesses on 13 February 2018 URL:<https://Indiaexpress.com/article/india/india-gets-access-to-strategic-oman-port-for-military-use-chabahar-gwadar-in-sight-5061573>

Ramachandran,Sudha (2003), “India,Iran,Russia Map out Trade Route” The Asia Times, 29 June 2002 .

Sen,tansen(2004), “Buddhism, diplomacy and trade: the realignment of sino-Indian relation 600-1400,university of Hawaii press.[online web] Accessed on 22 Dec, URL: [http://www.Business\\_standard.com/article/opinion/Kishan-s-rana-why-India-needs-smart-diplomacy-1170225007081.html](http://www.Business_standard.com/article/opinion/Kishan-s-rana-why-India-needs-smart-diplomacy-1170225007081.html)

Snyder,Maria and wood Frances(2018), “*The Silk Road: Two Thousand Years in the Heart of Asia* ” The Sixteen Journal Stable, vol 36,No pp,623-624, [online web] Accessed on 5 July2018,URL:<https://www.jstor.org/stable/pdf/20477469.pdf?refreqid=excelsior%3A3fb6ca2ea7f1858d9bb925a92ebf9163>

Singh,Zorawar.(2017), “A great wall of parania”,[online web] Accessed on 18 may 2017, [www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163](http://www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163).

Smith, Dianne L (1996), “ *Central Asia: A New Great Game*”, Asian Affairs,Vol.23,pp.147-175,Published by Taylor & Francis,ltd [online web]: URL:[www.jstor.org/Stable](http://www.jstor.org/Stable)

Starr, S.Frederick(2007), “The New Silk Roads Transport and Trade in Greater Central Asia”, USA: Johns Hopkins University p.160 [Online Web] URL:[www.silkroadsudies.org/new/docs/CFF/Quarterly](http://www.silkroadsudies.org/new/docs/CFF/Quarterly)

Turkmenistan: President seeks Economic, Political links with China” April 3,2006 [Online web] URL: <http://www.rferl.org/featuresarticle/2006/04>

Synder,Maria (20 Smith, Dianne L (1996), “ Central Asia: A New Great Game”, Asian Affairs,Vol.23,pp.147-175,Published by Taylor & Francis,ltd

IANS Beijing (2018), “SCO's Qingdao Declaration: India refuses to endorse Xi Jinping's OBOR as part of statement”[online web] accessed on 10 June 2018, [https://www.business-standard.com/article/economy-policy/sco-summit-2018-india-refuses-to-endorse-xi-jinping-s-obor-at-qingdao-118061000392\\_1.html](https://www.business-standard.com/article/economy-policy/sco-summit-2018-india-refuses-to-endorse-xi-jinping-s-obor-at-qingdao-118061000392_1.html)

[online web] Accessed on 26 April 2005, URL : [www.cemt.org/online/council/2005/CM2005011e.pdf](http://www.cemt.org/online/council/2005/CM2005011e.pdf).

Summers, Tim(2016), China's "New Silk Roads: Sub national regions and networks of global political" *Third World Quarterly* ISSN: Journal, 16 mar.[Online web] accessed on URL: Accessed on 25 June 2018 URL:<http://www.tandfonline.com/loi/ctwq20>

Synder, Maria (2005), "The Silk Road: Two Thousand Years in the Heart of Asia by Frances Wood", *The Sixteenth Century Journal*, Vol.36, No.2, pp.623-624 [Online web] Accessed on 06 May 2018, <http://www.jstor.org/stable/20477469>

Sen, Tansen(2004), "Buddhism, diplomacy and trade: the realignment of Sino-Indian relation 600-1400", University of Hawaii Press.

Shepard, W., 'The new Silk Road is not Chinese, it's international', *Forbes*, 14 Oct. 2016

Singh, Zorawar.(2017), "A great wall of paranoia online web] Accessed on 18 May 2017, [www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163](http://www.thehindu.com/opinion/lead/a-great-wall-of-paranoia/article18475163).

Siddiqui, Maha(2018), "Development of between China", and the CARS", *CNN-News* 18. 22, April. Smith, Dianne L(1996), "Central Asia: A New Great Game? *Asian Affairs*", vol 23 No.3, pp 147-175. Publisher Taylor & Francis Ltd Stable

Smirnov, N.(2001), Interview of Foreign affairs minister of Russia, Kazakhstan, 17 October 2001.

Shah Ridhi(2013), "Maritime Counter-Terrorism: The Challenges of Centre-State Relations in India", *Maritime Affairs: Routledge*, p.30-p.37. [Online web] Accessed 23 Dec 2013, <https://www.tandfonline.com/doi/abs/10.1080/09733159.2013.837246?src>

Scott, David (2008) "Indian Military penetration can be seen in Tajikistan towards the north of Afghanistan", *The Great Power, The Great Game between India and China. The Logic of Geography*, p.1-26 published online 5 May 2018

Summers, Tim(2016), China's "New Silk Roads: Sub national regions and networks of global political" *Third World Quarterly* ISSN: Journal, 16 Mar 2016.

T.Griffiths, Richards(2017), "Revitalizing the Silk Road: China's Belt and Road Initiative" *Business & Economic*, HIPE Publications, 3 January 2017.

Tatar, Justyna Szczudlik (2013) "China's New Silk Road Diplomacy", 11 December 2013 Policy paper Polski Instytut Spraw Międzynarodowych the Polish Institute of International Affairs

Smirnov.N,(2001), “Tbilisi-Ceyhan Interview of deputy minister of Foreign affairs of Russia”, [www.strana.ru](http://www.strana.ru). August 12, 2001. Security Council session (Official Chronicle), Kazakhstan, October 17,2003, P.293

Tzu,Sun (2017), *Breaking the enemy,s back without Fighting “, The Art of War”*. China Strategy for Reviving its New Silk Road. [Online: web] Accessed 16 May 2017.URL: [https:// www.linkedin.com/pulse/belt-road-initiative-bri-great-game-supply-chains-poonam-data](https://www.linkedin.com/pulse/belt-road-initiative-bri-great-game-supply-chains-poonam-data)

Tian, Jinchun.(2016), “*One Belt One Road: Connecting China and the worl;s*; Mckinsey \$ Company”, 16 July 2016

Toktomushey , Kemel(2015) “*The Silk Road Economic Belt’ Impacts on Central Asia*”, University of Central Asia, Beijing

Takoev ,Kasimzhonmart, Kazakhstan foreign policy in terms of globalization, Almaty,2000,P.139

Teneja(2018), “The Challenges Facing China’s Belt and Road Initiative” published on march 28, One Belt and One Initiative: Redrawing Inida-China Relation. March 28.

Thorsten, Marie(2005), “Silk Road Nostalgia and Imagined Global Community.” *Comparative American Studies. An International Journal*, vol. 3 (3) (2005) pp. 301-317.

Talmiz, Ahmad(2016),“Who’s Afraid of One Belt One Road?” *The Wire* ,3 June 2016

*The Economic Times*. 2017. ‘Inside Chabahar, the Iranian port city that borders Pakistan and where alleged spy KulbhushanJadhav was based’, 14 May, <http://economictimes.indiatimes.com/news/politics-andnation/inside-chabahar-the-iranian-port-city-that-borders-pakistan-and-where-alleged-spy-kulbhushanjadhav-was-based/articleshow/58663212.cms>

Wood, France *The Silk Road:Two Thousand Years in the Heart of Asia*”, *The Sixteenth Century Journal*, Vol.36,No.2, pp.623-624

“*Understanding China’s Belt & Road Initiative: Motivation, framework and assessment*” ,Yiping Huang National School of Development, peking university, No.5 Yiheyuan Road Haidian District Beijing 100871 China@ 2016 Elsevier Inc. [Online web].Accessed



2016 URL: [https://www.lowyinstitute.org/sites/default/files/documents/Understanding % 20 China % E2 % 80%/ 99 %20 Belt 20% and 20 Road % 20 Initiative](https://www.lowyinstitute.org/sites/default/files/documents/Understanding%20China%E2%80%99s%20Belt%20and%20Road%20Initiative)

Yip,bobby(2017), “*China’s Silk Road Economic Belt and the Central Asia Response*”,S.R. Book world edition 1,20

Yong Wang,(2016), “ *Offensive for defensive :the Belt and road initiative and China,s new grand ,The Pacific Review*[Online web] Accessed on march 09, URL:<https://www.tandfonline.com/doi/pdf/10.1080/09512748.2016.1154690> strategy”

\*Yildiz,Frat (2006),‘Tajikistan 12<sup>th</sup> years of independence, Statistical Report’,Dushbanbe 2006

Zuokui,Liu(2014), “*Central and Eastern Europe in Building the Silk Road Economic Belt*”,[online: web] Accessed on 2014 URL:[http://ies.cass.cn/webpic/web/ies2/en/UploadFiles\\_8765/201411/2014111312374725.pdf](http://ies.cass.cn/webpic/web/ies2/en/UploadFiles_8765/201411/2014111312374725.pdf) [Online web] URL:[https://thewire.in/external-affairs/what-china’s- one-belt-and- one –road-strategy-means-for-india-asia-and –the –world](https://thewire.in/external-affairs/what-china-s-one-belt-and-one-road-strategy-means-for-india-asia-and-the-world)

Yu, Peter Kien-hong(2012), “International Governance and Regimes. A Chinese perspective” New York: Routledge, 23 June 2012

Zhang,Chuchu and Xiao,Chaowei (2017), “China's Belt and Road Initiative Faces New Security Challenges in 2018”*The diplomat*. Chance,Alek(2017), ”The Belt and Road Initiative and the Future of Globalisation” *The Diplomat*

Zhao,Changqing(2004), “Strategic interest in Central Asia”, *Central and Asia*, no 2005.

\*ZEYMAL, Eugeny V. 1992 “Eastern (Chinese) Turkestan on the Silk Road, First millennium A.D.: Numismatic Evidence” *Silk Road Art and Archeology*