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Organized Crime and Corruption Across Borders

This book is among the first to systematically analyze and discuss the Chinese government's "One Belt, One Road" initiative to promote infrastructure investment and economic development, bringing together a diverse range of scholars from China, Russia, and Eastern Europe. The book assembles a package of next generation ideas for the patterns of regional trade, investment, infrastructure development, or next steps for the promotion of enhanced policy coordination across the Eurasian continent and strategic implications for EU, Russia and other major powers, introducing innovative ideas about what these countries across belt and road can do together in the eyes of the young generation. This book will be of interest to scholars, economists, and interested observers of the international impact of Chinese development.

The Belt and Road Initiative

Since the introduction of the One Belt, One Road initiative (OBOR), first proposed in late 2013, international scholars have begun to study this new policy and its implications in the global age. While OBOR provides new opportunities for China in terms of regional cooperation and global development, many also raise concerns about China's intentions of using economic means to achieve strategic and foreign policy objectives. Hailing from the West and the East, the authors reflect

on the wide-ranging impacts of OBOR on specific countries, regions, economic policies, and geopolitical considerations. Including both theoretical research and empirical studies that explore opportunities and challenges related to OBOR, this edited volume will allow readers to gain a more comprehensive understanding of this ambitious undertaking and its long-term impact on the rest of the world.

The Belt and Road Initiative

The Chapters in this book written by Chinese and Indian academics and researchers from United Service Institution of India and Sichuan University, explaining the inter-disciplinary approaches and comparative perspectives, that may help to understand the essence and implication of China's 'One Belt One Road', initiative by identifying the convergences of interest in terms of social and economic development, political and cultural exchanges and remove the potential hindrance. The Chapters explained the scope of the 'One Belt One Road' initiative as the mega development project and framework proposed by China, focussing on connectivity and cooperation among the regional countries, which till date received mixed reactions. There have been debates across the world regarding different facets of the OBOR initiative from whether it is an economic or strategic initiative or only a re-branding or a slogan for already existing ideas and projects. The views and vision expressed by the authors on OBOR in this volume focused on OBOR's economic approach and nature with parallel initiative to cultural aspects, along with the educational and health care sectors cooperation. The Chapters in this Book focussed on OBOR connectivity both on 'Land' and 'Sea' routes, as OBOR initiative has proposals to connect the Nations by road, rail, and sea. It is quite obvious that OBOR is an ambitious project aimed at spurring the growth of Chinese economy; however, it is natural that such a vast project and ambition needs to provide adequate security guarantees and confidence building measures. The authors highlighted in the Chapters that to ensure proper consideration of both core and specific interests of individual countries for active participation in the OBOR projects there is a need to promote active interaction for studying the implications and benefits. The authors also elaborated in the Chapters the challenges, opportunities, basic principle and rules of action for such trans-regional project like OBOR for achieving success. In this Volume the authors tried to provide both China's and India's perspective highlighting the significance of reviving the ancient Silk Road connectivity that extends on the world map connecting East with the West. The Chapter's highlighted opinion expressed by the policy makers, strategic analysts and academics in India and China, concerning various implications attached with the OBOR initiative. Chapters in this volume highlighted various opportunities, concerns and challenges looking into the policy options as well as academic considerations, however, the argument clearly indicates that there is a need to act strategically on issues related to OBOR both on the 'land' and 'Sea' roads. The arguments given focuses on the suspicion that still exists in understanding the OBOR's aspirations clearly, hence, it is felt that further clarification on OBOR, alongside with a range of issues between India and China is necessary to facilitate an objective understanding on OBOR and formulate the structure based on mutual benefits.

China's One Belt One Road

This book explores China's Belt and Road Initiative and the criminogenic potential for economic, financial, and socio-cultural cooperation across countries, where some are known for weak law enforcement and high levels of corruption. It examines whether these flows of capital are increasing the amount of organized crime in the newly linked regions and how law enforcement agencies are responding. Bringing together experts across the Global South and Europe, this book considers transnational organized crime and corruption across One Belt One Road (OBOR). It examines crime and corruption in China and its international United Front tactic; analyzes various forms of transnational organized crime such as trafficking of illegal drugs, looted antiquities, and wildlife and counterfeit products; and presents studies on corruption and organized crime in selected OBOR countries including Russia, Kazakhstan, Lithuania, Czech Republic, Poland, and Bangladesh. This book makes a significant contribution to the development of southern criminology and will also be of interest to those engaged with transnational organized crime, political economy, international relations, and Asian and Chinese studies.

China's Global Political Economy

China's Belt and Road strategy is acknowledged to be the most ambitious geopolitical initiative of the age. Covering almost seventy countries by land and sea, it will affect every element of global society, from shipping to agriculture, digital economy to tourism, politics to culture. Most importantly, it symbolizes a new phase in China's ambitions as a superpower: to remake the world economy and crown Beijing as the new center of capitalism and globalization. Bruno Maçães traces this extraordinary initiative's history, highlighting its achievements to date, and its staggering complexity. He asks whether Belt and Road is about more than power projection and profit. Might it herald a new set of universal political values, to rival those of the West? Is it, in fact, the story of the century?

Belt and Road

This book provides a brief overview of China's "One Belt One Road" Initiative (OBOR), now officially re-labeled the BRI (Belt and Road Initiative). Looking back from the vantage point of 2019 to 2013, when OBOR was first announced as China's new international infrastructure and trade initiative, OBOR/BRI has proven to be nothing less than an eye-catching program to assist developing countries in need of financing for sorely-needed infrastructure to achieve their economic development goals. Today, more than 70 countries and organizations are involved in the OBOR/BRI enterprise. Each one of these appears to have its own interesting story to tell related to China's support for its infrastructure projects including but not limited to pipelines, high-speed and other rail lines, communications networks, roads, deep-water and air ports, energy grids and inland transport and cargo hubs. China supplies developing countries with the access to loans, construction materials and

workers. OBOR/BRI is sold by China as a win-win(-win) situation in which China and the loan recipient benefit economically (with the third win representing peace). The already rapid growth rate of China's OBOR received an unanticipated major boost when Donald Trump was elected US President in November 2016 and took office in mid-January 2017. Trump's campaign rhetoric and ensuing policies exposed his support for American isolationism as reflected in his campaign slogan "America First." Since his inauguration, the US has aggressively, intentionally, and incrementally embarked on abandoning its global leadership position and commitments, which it had held since the end of WWII. China through its OBOR has since taken advantage of the geopolitical vacuum created by America's self-imposed abdication not only from its global leadership status but from long-standing regional alliances and trade agreements as well. Although each region, country or project mentioned in this book merits its own book-length, in-depth attention, here we highlight OBOR's geographic and functional stealth-like expansion around the globe on land, sea and in space. An extensive reference list is provided to enable readers to pursue various OBOR/BRI-related topics of interest. The potential biases of various observers notwithstanding, there are challenging issues raised about the long-term sustainability of the OBOR/BRI. As the OBOR/BRI matures, questions about its economic viability are increasingly being raised. The issues raised by these questions and concerns should identify lessons that need to be learned both by China (governments, banks and companies) and by prospective OBOR/BRI partners. Fears of debt-trap diplomacy are but one example. Most recently, articles are appearing that question whether such an ambitious global infrastructure development initiative is really viable in the long run. While China can control its actions and what it chooses to invest in to meet a wide range of its objectives, there are intervening factors over which it has little to no control. China's ability to provide loans to developing economies can be reduced by happenings in the global economy, whether a trade war with the US, a downturn in its economy, or an economic inability of people around the globe to buy its goods and services. One Belt One Road: China's Long March to 2049 is the first book to explore both the scope and detail of this transformation of the global balance of power, as seen through the lens of OBOR/BRI.

China's Presence in the Middle East

This collection explores the expansion of Chinese outbound investments, aimed to sustain the increased need for natural resources, and how they have amplified the magnitude of a possible international crisis that the People's Republic of China may face in the near future by bringing together the views of a wide range of scholars. President Xi's Belt and Road initiative (BRI), aimed to promote economic development and exchanges with China for over 60 countries, necessitates a wide range of security procedures. While the threats to Chinese enterprises and Chinese workers based on foreign soil are poised to increase, there is an urgent need to develop new guidelines for risk assessment, special insurance and crisis management. While the Chinese State Owned Enterprises are expanding their international reach capabilities, they still do not have the capacity to assure adequate security. In such a climate, this collection will be of profound value to policy

makers, those working in the financial sector, and academics.

Mapping China's 'One Belt One Road' Initiative

The edited volume aims at examining China's role in the field of international governance and the rule of law under the Belt and Road Initiative from a holistic manner. It seeks alternative analytical frameworks that not only take into account legal ideologies and legal ideals, but also local demand, socio-political circumstances, to explain and understand China's legal interactions with countries along the Road, so that more useful insights can be produced in predicting and analysing China's as well as other emerging Asian countries' legal future. Authors from Germany, Korea, Singapore, Mainland China, Taiwan and Hong Kong have contributed to this edited volume, which produces academic dialogues and conducts intellectual exchanges in specific sub-themes.

The Belt & Road Initiative in the Global Arena

This book is an analysis of the developments associated with the Belt and Road Initiative (B&RI) five years after Xi Jinping announced both the Silk Road Economic Belt (SREB) and the 21st Maritime Silk Road (21MSR). Together, these two dimensions constitute the B&RI, providing the so-called Chinese 'project of the century' with regional, inter-regional and global reach. This book aims at assessing the impact of the B&RI in all these dimensions and levels of influence. This is a current and promising theme, not only in the short and medium terms, but also within a broader timescale, reflecting Chinese strategic thinking itself, since Chinese philosophy and culture are oriented towards long-term and inter-generational perspectives. Likewise, both the title of this publication and the way it has been organized result from the empirical perception that China asserts a conservative attitude towards foreign affairs, redesigned in multiple dimensions, to create a perception of domestic unity and global prestige. In this vein of thought, the B&RI is already influencing and will continue to influence, directly or indirectly, the current economic and political order.

One Belt One Road

China's One Belt One Road

The Chapters in this book written by Chinese and Indian academics and researchers from United Service Institution of India and Sichuan University, explaining the inter-disciplinary approaches and comparative perspectives, that may help to understand the essence and implication of China's 'One Belt One Road', initiative by identifying the convergences of

interest in terms of social and economic development, political and cultural exchanges and remove the potential hindrance. The Chapters explained the scope of the 'One Belt One Road' initiative as the mega development project and framework proposed by China, focussing on connectivity and cooperation among the regional countries, which till date received mixed reactions. There have been debates across the world regarding different facets of the OBOR initiative from whether it is an economic or strategic initiative or only a re-branding or a slogan for already existing ideas and projects. The views and vision expressed by the authors on OBOR in this volume focused on OBOR's economic approach and nature with parallel initiative to cultural aspects, along with the educational and health care sectors cooperation. The Chapters in this Book focussed on OBOR connectivity both on 'Land' and 'Sea' routes, as OBOR initiative has proposals to connect the Nations by road, rail, and sea. It is quite obvious that OBOR is an ambitious project aimed at spurring the growth of Chinese economy; however, it is natural that such a vast project and ambition needs to provide adequate security guarantees and confidence building measures. The authors highlighted in the Chapters that to ensure proper consideration of both core and specific interests of individual countries for active participation in the OBOR projects there is a need to promote active interaction for studying the implications and benefits. The authors also elaborated in the Chapters the challenges, opportunities, basic principle and rules of action for such trans-regional project like OBOR for achieving success. In this Volume the authors tried to provide both China's and India's perspective highlighting the significance of reviving the ancient Silk Road connectivity that extends on the world map connecting East with the West. The Chapter's highlighted opinion expressed by the policy makers, strategic analysts and academics in India and China, concerning various implications attached with the OBOR initiative. Chapters in this volume highlighted various opportunities, concerns and challenges looking into the policy options as well as academic considerations, however, the argument clearly indicates that there is a need to act strategically on issues related to OBOR both on the 'land' and 'Sea' roads. The arguments given focuses on the suspicion that still exists in understanding the OBOR's aspirations clearly, hence, it is felt that further clarification on OBOR, alongside with a range of issues between India and China is necessary to facilitate an objective understanding on OBOR and formulate the structure based on mutual benefits.

China's Belt and Road Initiative

Much has been written about China's economy, as well as its business management system. China's Global Political Economy, however, is designed to bring together these two perspectives, serving to enhance our understanding of China's growing global role. Examining changes in the management strategies of foreign companies investing in China and Chinese enterprises doing business overseas, this book analyses China's political economy in the context of the Communist Party's changing policies. The introductory section begins by studying the aspects of Chinese economic growth as it impacts on domestic social issues and the projection of Chinese power abroad. Within this overall framework, it then goes on to critically assess the effects of foreign investment, business management strategies, human resource management,

corporate social responsibility and the financial services sector. Arguing that the encouragement of consumption is a significant objective of the Chinese leadership, the last section is concerned with the importance of the food industry. This book will be of interest to students and scholars of Chinese business, management and international political economy, as well as policymakers and business practitioners.

International Governance and the Rule of Law in China under the Belt and Road Initiative

In 2013, China's President Xi Jinping launched what is now known as the Belt and Road Initiative (BRI). Since then, the initiative has instilled apprehension, enthusiasm and uncertainty around the globe in equal measure. The Belt and Road Initiative: Opportunities and Challenges of a Chinese Economic Ambition strives to reflect upon and synthesize the challenges and opportunities faced by China and indeed the rest of the world pertaining to the implementation of such an ambitious project. It covers perspectives from regions both in and around Asia, as well as from Europe, the United States and Africa. In addition to this, the initiative is discussed through the lens of various disciplines such as geo-politics, marketing, currency, finance, leadership, negotiation, security and the digital component of the Silk Road. The resulting compilation provides for a thoroughly extensive and pluralistic examination of the BRI, lending the reader a peek into what the world may anticipate from China and this project in the years to come.

One Belt, One Road

The concept of the One Belt One Road initiative (OBOR) was raised by the President of the People's Republic of China in October 2013. The OBOR comprises the 'Silk Road Economic Belt' and the '21st Century Maritime Silk Road', encompassing over 60 countries from Asia to Europe via Southeast Asia, South Asia, Central Asia, West Asia, and the Middle East. The overall objective of the OBOR is to encourage the economic prosperity of the countries along the Belt and Road and regional economic cooperation, encourage mutual learning between different civilizations, and promoting peace and development. However, countries along the Belt and Road routes of the OBOR project have diverse laws and legal systems. It is not difficult to envisage problems relating to harmonisation of laws and rules in trade between countries along the OBOR routes or otherwise. These problems can potentially cut through the core of the very objective of the OBOR itself. Integration in China's One Belt One Road Initiative explores possible challenges to the success of the OBOR arising from the situational interface of diversity of laws, with the focus primarily on issues associated with private international law. It shows the latest state of knowledge on the topic and will be of interest to researchers, academics, policymakers, and students interested in private international law issues pertaining to the OBOR routes as well as private international law in general, Asian studies, and the politics of international trade.

China's One Belt One Road

One Belt, One Road is China's bold plan to remake the global economy. It's an ambitious strategy with a \$2 trillion – and rising – budget. The objective? To challenge the existing economic and political world order. One Road, Many Dreams reveals the true extent of China's ambition, analyses the impact of the One Belt, One Road initiative and assesses its chances of success and failure. This is the Asian century and China has a plan – to remake the world economy. Under its audacious One Belt, One Road strategy, China is investing trillions of dollars in hundreds of projects all around the globe. It's buying up ports, building transport networks and constructing major infrastructure. From hydroelectric plants to oil pipelines, China supplies the labour if needed, the raw materials and the finance, creating customers and boosting its own economy in the process. More than 80 nations have already joined China's increasingly less exclusive club and by 2049, when One Belt, One Road is set to end, its number of members is likely to rival the UN. So far, China has exercised its soft power of debt diplomacy and financial might shrewdly, serving the planet's overlooked middle-income and poor countries. The rest of the world needs to wake up because the scale of One Belt, One Road is unprecedented. Its implications for the global structure of power are potentially seismic as the geopolitical ties between Europe and Asia deepen. Written by three highly regarded political economists, One Road, Many Dreams examines the One Belt, One Road initiative from all angles. It looks at the projects and the players, the alliances and the governance. It explores the opportunities for China and the threat to the West, particularly for Trump's isolationist US administration. At home and abroad, China is staking its credibility as a superpower on One Belt, One Road. Its resources appear limitless, but One Road, Many Dreams asks a tough question: has China overreached? Or can it really pull this off and remake the world economy in its own interests?

China's Belt and Road Initiative in a Global Context

Chinese President Xi Jinping launched the Silk Road Economic Belt component of the One Belt One Road (OBOR) initiative at Kazakhstan in 2013. OBOR is a development strategy and framework that focuses on connectivity and cooperation among countries primarily in Eurasia. It consists of two main components, the land-based "Silk Road Economic Belt" (SREB) and ocean-going "Maritime Silk Road" (MSR). This book studies the equilibrium or balance between overland and maritime trade routes of OBOR. This book has two major sections. The interpretive section examines contemporary media narratives related to the OBOR initiative and how contemporary commentators appropriate narratives about historical events related to the maritime Silk Road to interpret current policy agendas and legitimize diplomatic or economic exchanges. In terms of institutional studies, the chapters related to Asian Infrastructure Investment Bank (AIIB) will look at the issues facing the Bank in its quest in forming a new world platform for multilateral development financing. The other section, the empirical case study of the publication highlights the fact that Euro-China High Speed Rail (HSR) and Central Asia-China HSR are not viable at the moment as passenger volume is not sufficient to justify the HSR line. This section examines the overland route

of the OBOR and looks at recent Chinese HSR history and conventional sub-high speed rail technology development, and identifies technical & economic criteria determining the appropriate technology for a certain line. The chapter in this section will use the developed criteria to analyze the various rail linkage projects currently under study in the OBOR framework, highlight the economic, bureaucratic and geo-political challenges that these projects likely face and lay down conditions that will determine the outcome of these projects.

China's One Belt One Road Initiative and Private International Law

This book addresses the challenges and opportunities of contemporary and future development of Eurasia. The main theme of the first part of the book is examining the reaction evoked in different countries by the Chinese “Belt and Road Initiative.” The second part analyses other national and international integration and infrastructure projects in Eurasia. This unique publication brings together in one volume works by leading researchers from different countries, all united by their common interest in the political and economic processes unfolding in the Eurasian continent. By offering various points of view from experts from all over the world, this book provides a multi-dimensional analysis of the Eurasian future and will be of value to a wide range of readers, including scholars, publicists, the international business community and decision-makers.

Securing the Belt and Road Initiative

International business strategies orbit around the idea of strengthening partnerships with other countries. Developing new and innovative opportunities to connect neighboring countries bodes well for those countries and the entire world. The Belt and Road Strategy intends to do just that by strengthening partnerships and constructing a comprehensive and multilevel interconnected network to achieve pluralistic, independent, balanced, and sustainable development. The Belt and Road Strategy in International Business and Administration is a vital collection of information that discusses one of most important programs embodying economic, regional, and political demands in the Asian and European environment. Featuring research on topics such as business development, business law, and multinational enterprise, this book is ideally designed for government officials, professionals, researchers, students, and professors seeking coverage on the theoretical and practical contributions of international business.

The Impact of China's Belt and Road Initiative

With a population of 190 million, Pakistan is strategically located at the crossroads of the Middle East, Central and South Asia, and has the second largest Muslim population in the world. The Routledge Handbook of Contemporary Pakistan

provides an in-depth and comprehensive coverage of issues from identity and the creation of Pakistan in 1947 to its external relations as well as its domestic social, economic and political issues and challenges. The Handbook is divided into the following sections: • Economy and development • External relations and security • Foundations and identity • Islam and Islamization • Military and jihad • Politics and institutions • Social issues The Handbook explains the reasons why Pakistan is so often at the forefront of our daily news intake, with a focus on religious and political factors. It asks questions regarding the institutions and political parties which govern Pakistan and provides an insight into the relationships which the country has forged since its creation, culminating in a discussion of the state's involvement in conflict. Covering a range of topics, this Handbook offers a wide range of perspectives on Pakistan. Bringing together a group of leading international scholars on Pakistan, the Handbook is a cutting-edge and interdisciplinary resource for those interested in studying Pakistani politics, economics, culture and society and South Asian Studies.

Routledge Handbook of Contemporary Pakistan

This book aims at illustrating the OBOR Initiative (also known as "Belt and Road Initiative" or BRI), its many facets, including its background, and how the Chinese government intends to develop this ambitious project. It describes in detail the role and involvement of Institutions (lenders, in particular) in the OBOR Initiative. It offers guidance on how interested parties can participate in the different projects connected to the Initiative. The views of the authors, on the main aspects of this Initiative, serve as suggestions to parties interested in taking part in this Initiative. The book provides an exceptional amount of information about how projects connected to the BRI Initiative are financed and developed. The involvement of UBS clearly shows that financial institutions are interested in financing the Initiative. There is a special focus on the relationship between China and the EU, because the scope of this Initiative is not only to boost trade relationships between the two regions but also create new opportunities for all the countries along the new Silk Road. Contents: "Belt & Road Initiative" as a Continuation of China's Reform and Opening Up and as a Consequence of the Beijing Consensus (Xugang Yu) China and the "Belt and Road" Initiative: What Is It All About? (Xugang Yu and Cristiano Rizzi) The First Pillar of the B&R Initiative Funding: The Institutional Funding (Cristiano Rizzi and Mario Tettamanti) The Second Pillar of the OBOR Funding: The Private Sector (Mario Tettamanti) The Second Pillar of the B&R Initiative Funding: The Private Sector (Mario Tettamanti) Global Implications of the "B&R" Initiative and Its Impact on the EU Economy (Cristiano Rizzi and Mario Tettamanti) EU Infrastructure Priorities Connected to the B&R Initiative, and the Necessity for Coordinated Efforts with China in Developing the B&R Initiative (Cristiano Rizzi) Relations between China and Italy: The Development of Diplomatic Ties and the Impact of the B&R Initiative and a Brief Overview on the EU and Italian Rules Regulating Public Works (Cristiano Rizzi) The Impact of the B&R Initiative on the Development of International Law, Particularly of the Law of Carriage of Goods and of "International Business" (Fabio E Ziccardi) Readership: Policymakers, academics, professionals, undergraduate and graduate students interested in China's One Belt One Road Initiative, financial, China's outbound investment and China-EU

relations. Keywords: One Belt One Road;Infrastructure;Transportation;Outbound Investment;Merger and Acquisition;Funding;China-EU RelationsReview:0

China's One Belt One Road Initiative and Private International Law

Belt and Road Initiative

The concept of the One Belt One Road initiative (OBOR) was raised by the President of the People's Republic of China in October 2013. The OBOR comprises the 'Silk Road Economic Belt' and the '21st Century Maritime Silk Road', encompassing over 60 countries from Asia to Europe via Southeast Asia, South Asia, Central Asia, West Asia, and the Middle East. The overall objective of the OBOR is to encourage the economic prosperity of the countries along the Belt and Road and regional economic cooperation, encourage mutual learning between different civilizations, and promoting peace and development. However, countries along the Belt and Road routes of the OBOR project have diverse laws and legal systems. It is not difficult to envisage problems relating to harmonisation of laws and rules in trade between countries along the OBOR routes or otherwise. These problems can potentially cut through the core of the very objective of the OBOR itself. Integration in China's One Belt One Road Initiative explores possible challenges to the success of the OBOR arising from the situational interface of diversity of laws, with the focus primarily on issues associated with private international law. It shows the latest state of knowledge on the topic and will be of interest to researchers, academics, policymakers, and students interested in private international law issues pertaining to the OBOR routes as well as private international law in general, Asian studies, and the politics of international trade.

China's One Belt One Road Initiative

China's Maritime Silk Road and Asia

This book sets out to analyze how the OBOR initiative will influence the world's geo-political and geo-economic environment, with specific regard to the 'Belt and Road' countries and regions. It evaluates what opportunities the OBOR can offer them in light of the constraints they face, paying particular attention to how security issues may keep some nations from fully participating. Questions are also asked about the tension and conflict along the 'Belt' and 'Road', which, after all takes in the Middle East's most tumultuous regions, as well as the much disputed South China Sea. Finally, consideration is given as to how the world's other economic powers will react when the OBOR inevitably brings about

capital and resource competitions.

One Belt One Road

Bringing together a collection of interdisciplinary chapters on China's Belt and Road Initiative (BRI, or also known as One Belt One Road), this book offers a comprehensive overview of the topic from a business and management perspective. With contributions from scholars based in Asia, Europe and North America, Volume I provides theoretical and empirical analysis of the opportunities and challenges facing businesses in relation to BRI. Key areas covered include economics and finance, history, trade, value chain and human resource and cross-cultural management, creating a useful tool for academics, as well as policy-makers and practitioners in China and other countries along the new Silk Road.

One Belt, One Road, One Story?

This book presents a series of studies analyzing critical factors that promote and constrain textile & clothing (T&C) production and trade in the Belt & Road (B&R) countries, and forces that drive the restructuring and transforming of global T&C supply chain and operations in the B&R context. The book also offers insights into the challenges and opportunities for T&C manufacturing in B&R countries through interviews with T&C experts, and also examines how Hong Kong can strengthen its "super-connector" role by facilitating sustainable trade and development in the T&C industries, as well as discussion on the impact of global trade wars on T&C trade. In the studies presented in this book, they offer topics ranging from the macro-economy, international business environment and strategies, logistics and supply chain, policy changes, to sustainability. The studies offer descriptive, theoretical and empirical analyses that explore T&C business and management related opportunities and challenges that are derived from the Belt and Road Initiative (BRI). Econometric analysis with the gravity model is applied to T&C trade and extended to cover other areas that have not been considered in previous studies, such as production costs, export supply chain costs, technologies, demographical factors, and factors related to the business environment and policies, including qualitative variables. Studies using in-depth interviews and linear regression analysis are also present to explore new factors for T&C trade and production relocation to B&R countries.

One Belt One Road

This book explores the emerging EU-China relationship with a focus on the impact of the Belt and Road Initiative. It takes a narrative approach to understanding the EU-China relationship as a means to highlight how scholars in the EU and China interpret the narrativization of EU-China bilateral relations and to how this bilateral relationship is refracted through relations with third parties. The volume brings together scholars from China and Europe in the fields of Chinese foreign

policy, EU studies, and strategic communication. The empirical focus cuts across policy, publics and media, and across history, political economy and diplomacy. The Belt and Road Initiative, alongside the other policy areas addressed in the chapters, offers ways for people in Europe and China to get to know one another in new ways, and for the EU and its member states and the Chinese state to forge new partnerships.

Belt and Road Initiative - Collaboration for Success

China's emphasis on infrastructure development has received support from African leaders. Its focus on infrastructure development in Africa was endorsed by the signing of a Memorandum of Understanding between China and the African Union on 27 January 2015. The agreement outlines plans for connecting African countries through transportation infrastructure projects, including modern highways, airports, and high speed railways. At the heart of Belt and Road Initiative lies the creation of an economic land belt that includes countries on the original Silk Road through Central Asia, the Middle East and Europe, as well as a maritime "road" that links China's port facilities with the African coast, pushing up through the Suez Canal into the Mediterranean. China has from the outset emphasised that the Belt and Road Initiative will be developed within the framework of the five principles. These entails mutual respect for each other's territorial integrity and sovereignty; non-aggression; non-interference in each other's internal affairs; equality and mutual benefit; and peaceful coexistence. This volume provides an analysis of this stance by both African and Chinese scholars. Africa through its Agenda 2063 has been driving, among others, the re-industrialisation of its economies, improved connectivity and infrastructure development, diversification of energy sources, technology transfer and skills development. The Belt and Road Initiative provides an alternative path for Africa to realise some of these milestones.

Toxic Politics

One Belt One Road argues that the largest global infrastructure development program in history is not the centralized and systematic project that many assume. Rather, Eyck Freymann suggests, the campaign aims to build the cult of Chinese President Xi Jinping while exporting an ancient model of patronage and tribute.

The "Roads" and "Belts" of Eurasia

This thesis analyzes China's economic motivations for its newly released One Belt One Road (OBOR) initiative by comparing it to the Marshall Plan and examining the current socioeconomic environment of China. In explaining the purpose of the OBOR initiative, many political scientists and economists have focused on China's widespread problem of industrial overcapacity. This thesis argues that China intends to use OBOR as a tool to gain the precious time and space needed for

its economic structural reform. Solving the overcapacity problem is certainly important; however, it is not feasible to export enormous overcapacity through the OBOR initiative. Therefore, from an economic perspective, the OBOR initiative is not simply about solving overcapacity, but rather it represents an economic structural adjustment package. This thesis shows how the Chinese government is utilizing the OBOR plan to achieve its aim of economic transformation. By clarifying China's overcapacity problem, socioeconomic status, and regional economic disparities, this thesis makes contributions to the relevant literature.

One Road, Many Dreams

"The One Belt One Road initiative (OBOR)--the combination of a land-based Silk Road Economic Belt and a sea-based 21st Century Maritime Silk Road--is a major diplomatic offensive, pushing China's message that its new multilateral institutions and international cooperation projects make it a "new type of great power", better able to understand the dynamics of a post-Western world"--Publisher's description.

The Belt and Road Initiative

"One Belt, One Road"

Chinese President Xi Jinping's "One Belt, One Road" (OBOR) vision, heralded as an attempt to revive the pre-modern Silk Route, is intended to strengthen West Asia's economic links with China through ambitious infrastructural projects. Central to this are fast-track rail links, funded by the newly-established Asia Infrastructure and Investment Bank (AIIB), which has its headquarters in Beijing. This book explores the implications of OBOR and the AIIB for the Middle East/West Asia, and addresses a number of key strategic questions arising from China's new initiatives. These include: how far are the strategic imperatives underpinning China's policies connected to the political dynamics of Xinjiang and the spread of radical Islam in Central Asia? How are Middle Eastern stakeholders' views of China affected by the new initiatives? How does China's increasing involvement in the Middle East/West Asia affect other regional powers with ambitions in the region, notably Russia? The book also considers the impact of China's increasing presence on individual countries, including Saudi Arabia and Israel.

China Goes Global

This 28-chapter volume provides a comprehensive legal, economic and political analysis of the Belt and Road (BRI) initiative

that has emerged since 2013 as the major facet of China's international economic policy.

China's One Belt One Road (OBOR)

China's deepening health crisis reveals the fragility of the party-state and undercuts China's ability to project influence internationally.

One Belt One Road

Mainland China businesses are going global, transforming the country from a manufacturing export platform into an overseas investment powerhouse. *China Goes Global* is the most thorough and up-to-date empirical analysis of the accelerating effort of Chinese companies to go global by investing overseas. It details the overall trends of this activity with respect to its sectors, channels, overseas targets, and particular firms, along the role of Chinese Government policy in facilitating business enterprise globalization. The book offers readers an enterprise level of view outward expansion by Chinese firms that is focused not only on the big-names, but also less well-known, but equally important trailblazing enterprises. In doing so it offers practical suggestions on how firms can tackle the challenges encountered when expanding outward.

Silk Road to Belt Road

The debate over China's One Belt One Road (OBOR) initiative has been lively and at times heated, both in China and internationally. In many ways, this is a reflection of the vagueness of the concept, and of its exceptionality. OBOR does not prioritize trade and investment concessions, which makes it essentially different from traditional regional economic cooperation models such as FTAs, the TPP and the RCEP. Instead, it emphasizes regional infrastructure connectivity. After China proposed the initiative, countries within the New Silk Road Economic Belt, especially the five Central Asian countries, responded enthusiastically and positively, while Southeast and South Asian countries, on the other hand, expressed more concerns and reservations about the initiative. In response to these countries' concerns, China has tried to adjust its approaches to convince Southeast Asian countries that the OBOR initiative holds potential synergy with ASEAN's development strategies and can play a complementary role in the building of the ASEAN community. Beijing has also adjusted its India strategy. From previously "inviting" India to join OBOR, it is now stressing "strategy connectivity" and "policy coordination" between the two countries. Nevertheless, OBOR is viewed by some as an expression of China's grand ambitions to lead Asian economic growth, and by others as a grand strategy to build a "China-dominated Asia". While it may be mainly an economic and trade initiative, its broader consequences have a strong political and security dimension.

Hence, China badly needs to cultivate political trust with neighbouring countries if it wishes to convince them that the initiative is a "public" strategy, and not a "conspiratorial" one.

The Belt and Road Strategy in International Business and Administration

This book merges macro- and micro-level analysis of the Belt and Road Initiative (BRI) to dissect China's aim in creating an integrated Eurasian continent through this single mega-project. BRI has been the source of much interest and confusion, as established frameworks of analysis seek to understand China's intentions behind the policy. China's international activity in the early 21st century has not yet been successfully theorised by IR scholars because of a failure to satisfactorily encompass its complexity. In addition, the mix-and-match syncretism of the Chinese approach to foreign policy has been under-emphasised or omitted in many analyses. Bringing together complexity thinking and analytic eclecticism to assess the degree to which this scheme can transform international relations, Garlick critically examines this large-scale interconnectivity project and its potential impacts. The book will be of interest to scholars and practitioners in the field of international relations and China studies including academics, policy-makers and diplomats around the world.

China's Belt And Road: The Initiative And Its Financial Focus

The 21st Century Maritime Silk Road (MSR) can be considered as the most significant strategic outreach by China. It stretches across the large oceanic geography comprising the Western Pacific, the Indian Ocean, the Mediterranean and the North-Western Atlantic. The initiative, founded on historic recall, aims to build a flourishing multi-sectoral maritime economic network across the entire region with land corridors connecting to the terrestrial Silk Road Economic Belt (SREB). It is premised on monetary integration, infrastructure development, connectivity and, people-to-people contacts. It is also an accepted fact that such a vast enterprise would have politics and security as attendant factors. This book examines the broader strategic threads that are at play in this grand and ambitious trans-regional initiative unveiled by China.

The "One Belt One Road" Initiative and China's Economic Transformations

This volume approaches China's Belt and Road Initiative as a process of culturalization, one that started with the Silk Road and continued over the millennium. In mainstream literature, the Belt and Road Initiative (BRI) has been portrayed as the geo-economic vision and geo-political ambition of China's current leaders, intended to shape the future of the world. However, this volume argues that although geo-politics and geo-economy may play their part, the BRI more importantly creates a venue for the meeting of cultures by promoting people-to-people interaction and exchange. This volume explores the journey from the Silk-Road to Belt-Road by analyzing topics ranging from history to religion, from language to culture,

and from environment to health. As such, scholars, academics, researchers, undergraduate and graduate students from the Humanities, Social Sciences, and Business will find an alternative approach to the Belt and Road Initiative.

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