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The importance and political - economic position (Silk Road) of China (review, goals, obstacles and challenges)

Abstract

Asia is facing new developments and various actors have presented plans to achieve their goals in its various regions. China is one of these emerging players that have proposed the plan to revive the Silk Road in order to become a world power. This route represents a fundamental element of China's foreign policy strategy aimed at extending its sphere of influence to diverse regions. And it consists of two parts of the Economic Belt and Road. New "Maritime Silk Road" has been formed. The competition between China and America in the international economy shows the increasing influence of China in the Asian economy and the spectacular growth of China's economic and commercial activities in Africa compared to other powers, especially the United States. Given this, the authors question whether China's innovations, contrary to Beijing's claims, can materialize, or if obstacles impede fruition. Our conjecture is that due to high expenses, U.S. competition, environmental issues, and insufficient support, success for these plans seems doubtful, at least in the foreseeable future.

Keywords: China, New Silk Road, Central Asia, Russia and American

Çin'in önemi ve politik - ekonomik konumu (İpek Yolu) (gözden geçirme, hedefler, engeller ve zorluklar)

Öz

Asya yeni gelişmelerle karşı karşıyadır ve çeşitli aktörler çeşitli bölgelerinde hedeflerine ulaşmak için planlar sunmuşlardır. Çin, bir dünya gücü olmak için İpek Yolu'nu yeniden canlandırma planını ortaya atan bu yükselen oyuncuların biridir. Bu yol, Çin'in etki alanını çeşitli bölgelere yaymayı amaçlayan dış politika stratejisinin temel bir unsurunu temsil etmektedir. Ve Ekonomik Kuşak ve Yol'un iki parçasından oluşmaktadır. Yeni "Deniz İpek Yolu" oluşturulmuştur. Uluslararası ekonomide

Çin ve Amerika arasındaki rekabet, Çin'in Asya ekonomisindeki artan etkisini ve Çin'in Afrika'daki ekonomik ve ticari faaliyetlerinin diğer güçlere, özellikle de Amerika Birleşik Devletleri'ne kıyasla olağanüstü büyümesini göstermektedir. Bu durum göz önüne alındığında yazarlar, Pekin'in iddialarının aksine Çin'in yeniliklerinin gerçekleşip gerçekleşmeyeceğini ya da engellerin meyve vermesini engelleyip engellemediğini sorgulamaktadır. Bizim tahminimiz, yüksek masraflar, ABD rekabeti, çevre sorunları ve yetersiz destek nedeniyle, bu planların başarısının en azından öngörülebilir gelecekte şüpheli görüldüğüdür.

Anahtar Kelimeler: Çin, Yeni İpek Yolu, Orta Asya, Rusya ve Amerika.

Introduction

The ancient silk road¹ of Chinese trade, which was used over two millennia ago, this structure remains widely renowned globally, serving as a historic bridge between China and European nations, Asia and Africa, the Silk Road has made an important contribution to material exchanges and Eastern and Western civilizations. This constituted China's historical overland trade route with South Asia, West Asia, Europe, and Africa via Central Asia. In recent times, there has been a renewed fascination with the Silk Road concept, leading both Western and Eastern thinkers to propose plans for its reconstruction and expansion. Two plans have been proposed regarding the Silk Road, one is the United States Silk Road plan, which was proposed by Hillary Clinton², the Secretary of State at the time, in 2011, and the other is a plan that China is considering.

The plan presented by America is based on the extensive studies of Frederick Starr³, the main idea behind the new Silk Road plan. The American New Silk Road project connects Russian infrastructure (roads, railways and energy transmission lines) to Central Asian countries and then to Afghanistan, Pakistan and India. This plan tries to somehow reduce Iran's role in the region by looking at Iran from the outside and ignoring its geopolitical and geostrategic importance and establish new ways to access the East. Do it. Presently, China's contemporary Silk Road initiative, featuring two routes encompassing both land and sea, seeks to establish connections from East Asia to Central Asia, Central Asia to West Asia, and further extending to the Mediterranean and Eastern Europe. The Maritime Silk Road initiative aims to establish a connection from the South China Sea to the Mediterranean Sea (Vander Putten & Meijnders, 2015). The Chinese government presented its initiative in October 2013 entitled, "The 21st Century Maritime Silk Road" was introduced. In the same year, in September, China initiated the Silk Road Economic Belt Plan, which aims to create the necessary infrastructure for

¹. Old Silk Road

². Hillary Clinton

³. Fredrick Starr

cooperation. The area from Xinjiang⁴ (north-western part of China)) until it covers the Baltic Sea. The Chinese government uses the term "One Belt and One Road⁵" for two plans. The Chinese Silk Road plan, which has been organized without ideological considerations and based on geopolitical and geostrategic realities, contemplates the revitalization and progress of the historical Silk Road.

This plan has been introduced with the aim of implementing friendly policies towards neighboring countries and providing win-win results for both the region and the global community (Szcudlik-Tatar, 2013). New Silk Road projects are instrumental in creating regional cooperation, creating political flexibility; Improving economic growth, proposing business diversification and investment in transportation, mining and energy sectors.

All of this provides an unprecedented historical opportunity for the countries in the Central Asia to become important players in the global economy. Consequently, numerous bilateral and multilateral projects exist on various scales, whose goal is to restore and revive the trade and exchange system similar to the ancient Silk Road (Clinton, 2011). This article examines China's new Silk Road plan and while explaining its features, it aims to scrutinize the United States' Silk Road plan as one of the principal challenges to the implementation of China's plan. We will persist in exploring the history of this plan from 2013 onwards, China's strategic goal of proposing this plan, and finally, the set of reactions, especially the competitive reactions of Russia, India, and America; Also, the interest of some of the countries around China, even Iran, for cooperation in this plan will be investigated and explored, efforts have been undertaken to assess the benefits and advantages that the new Silk Road could offer to Iran. This research has been written using specialized publications and magazines and internet resources, based on descriptive-analytical method to offer a comprehensive overview of China's Silk Road plans and efforts made; Also, with the purpose of elucidating the conceptual framework of the subject, documentary methods and library studies have been used.

Theoretical framework

Copenhagen school⁶

In the theoretical framework of the current study, the Copenhagen School has been employed. This choice is derived from the analysis of various commentators, the Copenhagen school is based on two theoretical approaches: realism and constructivism. Belief in the existence of states, giving authenticity to national interests and the centrality of the issue of

⁴. Xin Jiang

⁵. One Belt, One Road Initiative

⁶. Copenhagen School

security in the effects of the Copenhagen school are the realist bases of this theoretical approach. However, the The Copenhagen School is a subset of the constructivist theory, and it is actually one of the critical theories in the completion and cultivation of constructivist ideas. The Copenhagen school constitutes the most coordinated effort towards the expansion of the theory or framework for examining security, according to the constructivist tradition.

The term "Copenhagen School" refers to the collaborative research efforts conducted by multiple scholars affiliated with the Copenhagen Peace Research Institute in Denmark, which is centered on the works of Barry Bozan⁷ and Ole Weaver⁸ (Williams, 1390). The Copenhagen school, which is defined as a philosophical approach to security (Balzacq, 2009), was developed based on the discussion of linguistics and post-structuralism. The theory of "speech act" and post-structuralist concepts are the focus of this school. Special attention is given to foreign policy. As a result, a comprehensive theoretical framework can be provided to explain the domestic and foreign policies of nations and their foreign relations (Behnke, 2006). From Copenhagen school perspective, security includes military, political, economic, social and environmental sectors. The Copenhagen school rejected the opinion of those who consider security only in an objective framework and separate from the minds and thoughts of individuals, and defines it as an inter-mental subject.

Bozan introduces the starting point of the security issue mentally and in accordance with the choices made by the actors (Yazdani and Shahmohammadi, 1393). Within the Copenhagen School, the concept of building security stands out as a crucial topic of discussion. Central to this discourse constitutes the definition of security as a verbal action, serving as the cornerstone for further exploration and understanding.

In more precise terms, securitization is a procedure wherein an entity proclaims a particular matter, threat, or actor as an "existential threat" for a specific security issue. In this regard, Weaver states: "Security is better understood as a speech act than as a verbal action".

Bozan and Develd also emphasize that security is a practice that plays politics on the side of established rules, and in another place they state: "Action is self-referential; Because it is the action that turns an issue into a security issue" (Ebrahimi, 2006, p. 439-458), in total, several conclusions can be derived from the discussion of security: first, security is a policy option. Secondly, security is not a discoverable phenomenon, but it is created, and thirdly, creating security is an example of a kind of necessity or a smart choice to solve the problem, and fourthly, creating security with the concept of created security. It is no different (Buzan,

⁷. Barry Buzan

⁸. Ole Weaver

2006, p. 305-307) Copenhagen School will also look at the issue of the Silk Road Economic Belt from another perspective.

In fact, the operationalization of the Silk Road Economic Belt, as per the Copenhagen School, is so analyzable that this plan will create a group of units whose security processes and coverages are so intertwined. A key conclusion drawn is that security issues are interconnected and cannot be isolated from one another. It is reasonable to analyze or eliminate it (Buzan & Weaver, 2003, p. 44). Based on this, it is obvious that the new silk road plan will cause great changes to all the countries located on this route due to its great importance and the creation of multiple and tangible changes in the region. economic integration, prosperity and the economic development of the region and the emergence of new security challenges, and according to the necessity of planning and finding solutions to deal with them; Also, empowerment for the countries present in this plan will be one of the great achievements of this plan.

The significance of the new Silk Road

Till date, no common methodology is accepted for estimating the volume and value of trade that will flourish with the opening of highways and rail lines in the heart of Central Asia and Afghanistan.

The exchange corridors of the Central Asian Regional Economic Cooperation (CAREC⁹) are among the main and vital exchange ways of the region. The importance of these corridors is primarily due to the fact that a majority of the member countries of the economic cooperation program of the Central Asian region are landlocked and exclusively used for intra-regional transportation and trade. Earth's history is related.

The Asian Development Bank is trying to form the relationship between the CARAC member countries and other neighboring countries (Habua, 2015). The expansion of trade in emerging transit corridors will have different effects on countries. These new lines will enable China, Europe, India and Russia to exchange high-value goods more efficiently than shipping them by rail. Europe will finally get the benefits that it has with the start of the Tracica¹⁰ project. The Ural region in Russia and Western Siberia will have access to efficient trade corridors in India, Southeast Asia, and the Middle East. Turkey and the Republic of Azerbaijan will become important transit countries that connect the East to the West through Iran and Central Asia. Both Kazakhstan and Uzbekistan will take advantage from the expansion of the North-South lines that connect the North of Europe and Russia to the Persian Gulf and the Arabian Sea. Oil and gas producers in the Caspian Sea region will benefit from the economic

⁹. The Central Asia Regional Economic Cooperation (CAREC)

¹⁰. Europe-Caucasus-Asia transit corridor

and security advantages of multiple transmission pipelines. The power transmission lines will soon enable Tajikistan and Kyrgyzstan, which are among the largest producers of hydroelectric energy in the world, to have access to Pakistan's roads. Tajikistan, Uzbekistan and Turkmenistan will be able to export their most valuable agricultural products and cotton directly to the available routes, instead of exporting to Russia, over a distance of 7,000 kilometers and passing through the Baltic Sea. CIA issue; This will break the monopoly of Russian exports on regional countries. Turkmenistan will also find access to many buyers of oil and gas. Afghanistan will also benefit from the benefits of transit and transportation taxes. The opening of east-west trade corridors from Pakistan and the opening of new corridors to China will eliminate the isolation imposed on Pakistan (Esteban and Otero-Iglesias, 2015). Today, many countries, especially in Central Asia, are on the old road, it seems that the historical Silk Road trade system is the only alternative for growth and development. The developing industries require new ways; Technological inventions facilitate international cooperation, and better transportation, increasing the importance of trade and the growth of energy demands require international cooperation (Clinton, 2011, p. 3).

China Silk Road Initiative

In September 2013, President Xi Jinping of the Republic of China unveiled the Silk Road Economic Belt initiative during his visit to Central Asian countries. At Nazarbayev University of Kazakhstan, Xi Jinping suggested that China and Central Asia collaborate to construct the Silk Road Economic Belt for greater cooperation in the region.

And he presented the important dimensions of this plan as follows: political relations, the connection of a road extending from the Pacific to the Baltic Sea and the establishment of a transportation network linked East, West, and South Asia, facilitating Jarrett; Financial circulation and regular exchanges. (Fedorenko, 2013) He asked the countries of the Central Asia to join the Silk Road Economic Belt, promising substantial economic advantages to the region. This is a proposal to help the Eurasian countries, especially the Central Asian republics, which are experiencing rapid economic development. for them and China together (Orolbaev & Steklov, 2008). The Chinese Silk Road plan considers The rejuvenation of the historic Silk Road and its progress. This plan has been introduced with the aim of implementing friendly policies towards the neighboring countries and providing win-win for both the local region and the global community (Lin, 2011, p. 14). Head of State of China; presented the idea of the Maritime Silk Road in October 2013 and called both of his plans "one belt and one road¹¹". The

¹¹. One Belt, One Road

route of China's new silk road will pass from the strategic center of Eurasia, through countries with abundant energy and mineral reserves and a significant population base. This route will start from the Shi'an¹² region in South China and go to the city of Urumchi¹³ on the border of Kazakhstan, and then it will pass through Iran, Iraq, Syria and Turkey. A separate route of the Silk Road extends from Istanbul to the northwest, traversing through Bulgaria, Romania, the Czech Republic, and eventually reaching Germany, before going north to Rotterdam¹⁴ in the Netherlands and Venice¹⁵ in Italy, it will also be connected to the 21st Century Maritime Silk Road where the two intersect. It is a multifaceted complex project whose structure, parameters and mechanisms for its implementation are unfounded and simultaneously completely clear.

The economic belt of the Silk Road transcends being merely a transportation corridor like the European project "Europe-Caucasus-Asia Transportation Corridor" (TRASICA¹⁶). This is not only an international trade route and serves as a platform for cultural exchange between the East and the West, but a long-term strategic route on a large scale; Additionally, the 21st Century Maritime Silk Road includes the China-Pakistan Economic Corridor and extends to encompass the Bangladesh-China-India-Myanmar Economic Corridor (Habova, 2015, p. 64-65).

The main focus of this route is to connect transportation infrastructure between Asia and Europe. This plan includes an extensive network of inter-Eurasian bridges, high-speed railways, pipelines and fiber optic networks. The implementation of this strategy will help China to increase its economic integration with western countries. It will also function as a platform for China, to strategically wield its political influence in the heart of Eurasia, mainly in the context of the Western regions. Beijing announces itself as the main source of investment for the implementation of the various stages of this plan. In this framework, the general picture of the new silk road shows that China's long-term strategic goal is to strengthen the use of the yuan¹⁷ (the single currency of China) for international transfers and to reduce financial reliance on the United States (Fedorenko, 2013, p. 26). China's approach to Central Asia is based on the development of economic and commercial interests. China considers Central Asia as an important region that can develop its economic growth through trade routes and ensure China's need for hydrocarbon resources.

¹². Xi'an

¹³. Urumqi

¹⁴. Rotterdam

¹⁵. Venice

¹⁶. Transport Corridor Europe-Caucasus-Asia (TRASECA)

¹⁷. Yuan

China willingly makes generous investments in the infrastructure of Central Asia, they recognize that these investments will benefit the Chinese economy (Olsen, 2012). In fact, truly embodying the concept of "One Belt and One Road", is the idea that "China's dream" is the search for a better life for the people with the dream of the world community. Across the path of the Belt and Road Initiative, 65 countries spanning Central Asia, ASEAN¹⁸, South Asia, Eastern Europe, East Asia and North Africa have 4.4 billion population with a disposable income of 21 trillion dollars. respectively 63 percent one The belt has 29 percent of a world capacity road. In 2013, the volume of China's trade with the countries surrounding this route was over one trillion dollars, which was a quarter of China's foreign trade volume. In the last 10 years, China's trade with these nations has experienced an average annual growth rate of 19 percent, surpassing the average annual growth rate of China's foreign trade by 4 percent during the same period. There are many spaces for growth in the future. In the 13th creative plan in five years, it is predicted that China will import goods worth 10 trillion dollars and invest more than 500 billion dollars abroad. The initial beneficiaries of the Belt and Road Plan will primarily be China's neighboring countries and the nations situated along the historic Silk Road. In total, the Belt and Road Initiative surpasses the ancient Silk Road in three key aspects: firstly, the modern initiative extends northward, reaching Moscow, the Pacific countries in the south, Latin America in the east, and Germany in the west. above the area of the road It is old. Also, a belt and a road are not only a route for the trade of silk, tea, spices, pickles and chinaware, but it is an indicator of internal connection in the 21st century.

This initiative connects the infrastructures, harmonizes the policies, promotes trade and commerce, circulates the currency, and also connects the hearts and minds of the people. Furthermore, the Silk Road enables Europeans to come to China and buy silk, spices, pickles, etc. One Belt and One Road is a comprehensive product of China that actively refers to China's forward-looking policy.

This initiative helps the formation of a big Eurasian market and a new model of globalization, as a result, beyond concepts, to East-West trade channels and cultural corridors. (Yiwei, 2015) Of course, you should keep in mind that the route The main and main traditional silk road from Xinjiang to Central Asia and after passing through Mero (in present-day Turkmenistan) to Iran and from there to Nahrin (present-day Iraq) and Sham (present-day Syria) and the last point. Palmyra (modern Tedmer in Syria) was on the eastern coast of the Mediterranean Sea from where it connects to the sea ways. Iran was located in the center of this

¹⁸. Association of Southeast Asian Nations

road. Even now, considering this path, Iran can be located in the center of this highway by joining this initiative and benefit from its benefits.

Diplomacy around China

The combination of the Silk Road Economic Belt and the Maritime Silk Road forms an innovative and all-encompassing framework and a new framework of China's neighborhood diplomacy (Yiwei, 2015). In the last two decades, China has focused on maintaining national integrity and political stability in addition to ensuring stable economic growth. The emphasis of China's foreign policy is on ensuring stability and a peaceful external environment that allows economic growth and development (Habova, 2015, p . 65). China is currently the world's largest economy and is facing increasing self-confidence in the world scene. China's interests are increasingly becoming global. As the global environment is changing dramatically, it seems that the new Chinese leadership is ready to implement a more aggressive foreign policy and show stronger geopolitical ambitions (Liqun, 2010). One of the most obvious signs for this change is the increasing importance and favor of diplomatic activity around China in the last few years. Xi Jinping announced in 2013 that the path of peaceful development is the strategic choice of the party, over time and the country's basic interests. The primary objective of this diplomatic approach is to promote harmony and security within the area. Xi Jinping has outlined the accompanying diplomatic strategies, emphasizing the principles of Chinese diplomacy, which involve maintaining harmony with neighbors and prioritizing honesty as a means to cultivate more friends and partners.

Collaboration with neighboring countries should be grounded in shared interests, aiming to establish a closely interconnected network aligned with those common interests (Fallon, 2015, p .7). In March 2015, at the Chinese National People's Congress, Foreign Minister Wen Jiabao underscored that China's primary focus for the year would center on advancing the development and prosperity of the Eurasian region through the Belt and Road Initiative. In the March 2015 document of the Chinese Communist Party, emphasis was placed on a global perspective. The document introduced the concept of the essence or ethos of the Silk Road, characterized as a shared historical and cultural heritage by all nations worldwide. The collaborative organization of the Belt and Road aims to benefit the global community. It mirrors the shared aspirations and endeavors of human societies, symbolizing a constructive aspiration to explore novel paradigms of international cooperation and global governance, the aim is to inject fresh, positive momentum into global peace and development. From China's global interests perspective, East and Southeast Asia are the most important strategic regions in China's diplomacy. In any case, security and stability in the regions of the southwest neighbors are of

increasing importance for the Chinese, both internally and externally. Moreover, this pursuit takes place against the backdrop of escalating tensions in East and Southeast Asia. It is in line with the "Asia-Pacific rebalancing strategy" introduced by the administration of Barack Obama, the President of the United States. The expansion of China's power in South and Central Asia is an important strategic step as a noteworthy part of the approach of the political elites in Beijing, whose goal is to defeat the "strategy of containment" of America. The Silk Road Economic Belt is an important element of China's strategy "toward the West"¹⁹ and strategic peace and security. This is a complementary mechanism to ensure energy supply for China's economy, reduce the country's vulnerability, mainly against the United States, and ultimately preserve national sovereignty.

National sovereignty is the main part of China's main interests, which includes the form of government, political system and stability, national security, advancement of the nation's economic and social development, energy security and national unity (Ekman, 2015, p. 8). In other words, internal issues such as Tibet and Xinjiang²⁰ are the key interests of the Chinese foreign policy. The Xinjiang Autonomous Region of Xinjiang is an important point in China's westward policy. This province is the most important point of connection between China and Central Asia, Middle East and Europe. At the same time, this region is considered one of the significant factors of China's vulnerability due to separatism among the Uyghur²¹ community. In 2014, the Head of State of China said: "The long-term stability of Xinjiang is vital for the reform, development and stability, national unity, ethnic balance and national security to revive the Chinese national power." (Newsagency, 2014 Xinhua). In addition, the well-being and economic progress of adjacent nations in Central Asia are necessary as an important prerequisite to ensure stability and security in the western provinces of China. The active policy of the Chinese in Eurasia can strongly influence the geopolitical dynamics in the region and change the focus on the geopolitical balance that defines the control over the Eurasian space (Habova, 2015). China's strategic goals of the One Belt One Road plan, China's strategic goals of the new Silk Road plan can be expressed as follows:

1. Deepening regional economic integration and guaranteeing the energy flow through land from Central Asia and Russia in order to diminish the risk of maritime obstacles, especially in two sensitive waterways, the Strait of Malacca²² (80 percent of which China's oil jets will pass

¹⁹. Go To West

²⁰. Xinjiang

²¹. Uyghur

²². Malacca

through it) and the Strait of Hormuz (about two-fifths of China's oil imports pass through this strait).

2. Advancement of development projects to pacify Xinjiang, the restless western province, but rich in energy, where the Uyghur separatists, in the direction of establishing the state of East Turkestan, have repeatedly fought against Dodman Khan.
3. Creating time for more stability and integration in the region by confining China's western neighbors in a prosperous and prosperous region that extends to Europe and Beijing is in its political and economic core. Red (Zaman 2014 website). By doing this, China intends to reduce the occasional unrest in its western and inner provinces in the heart of the interaction with Central and South Asia, and is trying to speed up the development and promote stability in these regions. . If this plan is implemented, China's Silk Road initiative has the potential to reduce a number of important challenges that China is facing.
4. By building a silk road through Central Asian countries, China can get an alternative land transit route for sending goods to Europe.

Transferring goods from the sea route to Europe is a very time-consuming process and takes approximately 20 to 40 days, while the commercial land route from Xinjiang to Eastern Europe can reduce this time to 11 days (planted, 1394), Beijing describes its initiatives as an effort to encourage integration and economic growth in Eurasia, instead of an effort to expand its political influence in the region.

Chinese policymakers see the Silk Road as a framework to promote peace and stability in the region - something that Xi Jinping sees as the destiny of a shared society - by strengthening China's bilateral relations with its peers. The unit itself and the developing international organizations that operate independently of Western powers' influence (Yazdani and Shah Mohammadi, 1393).

The northern route of the cloud road

The railway route from northwest China to Europe through the port of Riga²³ in Latvia is called the "New Silk Road", the northern branch²⁴, because this route is ideologically similar to the old Silk Road and on business relations. It is concentrated between China and Europe (Aldis & kapars, 2014). The port of Tallinn²⁵ in Estonia and the port of Klaipeda²⁶ in Lithuania are alternative ports in the European Union. The port of Riga has been analyzed and examined

²³. Riga

²⁴. Northern branch: China-Kazakhstan-Russia-Latvia

²⁵. Seaport of Tallinn

²⁶. Seaport of Klaipeda

as a real life case in this study; Because the shortest route from northwest China to this port is in the European Union.

The port of Riga is the largest port in Latvia and the largest port in the Baltic countries, in 2013, more than 35 million tons of cargo were loaded in this port. This multi-purpose port loads dry goods, general goods and liquids. The port of Riga is connected to Europe by road and railway (Laaksonen & Makinen, 2012).

The advantages of the port of Riga are:

- A) it is the closest foreign port to Moscow in terms of geography.
- B) The regulation of trade and transport among the European Union and Russia involves the independent states with shared interests.
- C) it is a multipurpose port with developed infrastructure,
- D) it offers high-quality services and competitive port expenses (Laaksonen & Makinen, 2013).

Experts underscore that there are certain challenges impeding the development of the northern stretch of the Silk Road. The progress of this route hinges on the relationships between Russia and the European Union, the customs union²⁷ and the European Union in the field of transportation. Second, the important question is about the width of railway lines; Because their differences increase the transportation costs. Latvia, Kazakhstan, and Russia utilize railways with a gauge of 1520 mm, while China employs a standard rail line with a gauge of 1435 mm.

Thirdly, there is skepticism regarding the effectiveness of the northern stretch of the Silk Road, specifically through the port of Riga, for transferring Chinese goods to EU countries. This uncertainty stems from the presence of a direct railway route connecting China to Germany.

A seasoned professional with more than 5 years of expertise in fostering cooperation between Latvia and China asserts that the advancement of the northern stretch of the new Silk Road, originating from the port of Riga, is contingent on the growth of production in the northwest region of China especially in Hingjiang²⁸ province. with the development of economic cooperation and partnerships Between China and Europe will be more than before (Aldis & Skapars, 2014, p. 1227-1228).

China's practical actions in the incident of Jade Arisham

China is developing a dual continental and maritime strategy. This maritime strategy is not only used for trade, but also for strategic partnerships to form a "string of pearls"²⁹ (according to the Chinese) in South and Southeast Asia by establishing A group of permanent

²⁷. Russia, Belarus and Kazakhstan

²⁸. Hingjiang

²⁹. pearl necklace

military bases to provide energy sources such as Chittagong³⁰ It is in Bangladesh, Coco Island³¹ in Myanmar, Habantuta³² in Sri Lanka, Marao³³ in Maldives and Gwadar³⁴ in Pakistan (Zajec, 2008). Due to the role they played in the construction of the ancient Silk Road, Chinese politicians preserve the historical ownership of the Silk Road for themselves. (American,Foreign Policy Interests, 2015) In the same way, the Chinese government is planning to establish a new railway, large and sea routes to export its products to Europe, Eurasia and the Middle East. China is actively engaged in the construction of multiple railways across the Eurasian continent. For example, China and Turkey agreed to build a 7,000-kilometer rail route that will connect to major cities in Turkey.

The construction of this route is progressing smoothly, and it is projected to be finished by the year 2023 (Fedorenko, 2013).China has been seeking great benefits in the development of multiparty partnerships with Central Asian countries in many fields such as energy, trade and transport routes. A significant energy agreement among Central Asia and China is the 1,100-mile pipeline designed to transport Turkmenistan's gas to China, traversing through Kazakhstan and Uzbekistan.

The Central Asia-China gas pipeline commenced operations in 2009 with the objective of reaching its full annual capacity of 40 billion cubic meters of gas (BBCNews, 2009). Another significant energy project is the oil pipeline of Kazakhstan-China, marking the first direct import pipeline from China. This pipeline has a capacity to transport 14 million tons of oil annually (Energy Global, 2012). In addition, China has allocated several loans to Central Asian countries. For example, in 2009, Beijing provided about 4 billion dollars to Turkmenistan to develop the Yulotan-South Osman³⁵ gas field. Also, in 2009, China provided a 10 billion dollar loan to Kazakhstan, including a 5 billion dollar loan to KazMunaiGas³⁶ of the National Oil and Gas Company of Kazakhstan. Overall, the relations among China and Central Asian countries are evolving in a highly active and constructive manner. China is eager to expand mutually beneficial cooperation through Central Asia. China's biggest goal is to safeguard and expand its energy transfer routes, the immediacy and plentiful resources of Central Asia make the region a perfect business partner. Conversely, the hydrocarbon-rich republics in Central Asia also

³⁰. Chittagong

³¹. Coco Islands

³². Habantota

³³. Marao

³⁴. Gwadar

³⁵. Yulotan-South Osman

³⁶. KazMunaiGas

benefit from essential investments from China, facilitating the exploitation of their natural resources.

China's plan to triple its share of natural gas by 2020 is expected to have a decidedly positive impact on its relations with Central Asia (Malhotra, 2012). China adopts a highly pragmatic approach in its business dealings, particularly in the context of its Silk Road initiatives. The country is characterized by shortage of ideological or political agenda in its Silk Road investments and is notably cautious about maintaining political neutrality in the region. China tends to avoid investing in controversial projects. On the flip side, being the third-largest economy globally and assuming a leadership role in the Shanghai Cooperation Organization, China stands to derive potential benefits that could alter the dynamics in the region (Laruelle, 2015, p. 24).

Jade Abrishm investors

The Silk Road projects will be provided by Chinese state banks and a group of multilateral and governmental funds, such as the Silk Road Fund³⁷, the Asian Infrastructure Development Bank³⁸ and the BRICS Development Bank³⁹.

China's state-owned political banks are projected to play a vital role in financing the budget for Silk Road projects.

In April, 2015, reports indicated that Beijing is willing to accept significant foreign exchange reserves to inject at least \$62 billion of capital into two political banks to support the Silk Road. These investments include 32 billion dollars for the China Development Bank and 30 billion dollars for the Development and Import Bank of China. In July 2015, Bloomberg reported that the allocated capital for the China Development Bank was likely to exceed 48 billion dollars (Yazdani and Shah Mohammadi, 1393). Around the same time, the State Council of China initiated steps to reform the nation's political banks, reducing controls and shifting away from a growing commercial strategy. The banks' roles in supporting government policies and strategic goals were emphasized (Wall Street Journal Newspaper, 2015). Additionally, in April 2015, the People's Bank of China announced the organization of the fund with an initial capital of 1.65 billion. The dollar will be for the construction of a hydroelectric dam between the Jhelum⁴⁰ river in the north of Pakistan. Beijing aims for the lately renowned Asian Infrastructure Investment Bank to serve as a significant financing instrument for the Belt and Road projects.

³⁷. Silk Road Fund

³⁸. Asian Infrastructure Investment Bank

³⁹. BRICS

⁴⁰. Jhelum

The Asian Infrastructure Investment Bank is set to be a multilateral institution with an investment of 100 billion dollars, and it has garnered more than 57 countries as "founding members." China has put forward the Asian Infrastructure Investment Bank as a means to secure additional resources aimed at addressing the identified infrastructure investment gap in Asia; The project, whose cost is more than 8 trillion dollars, is, of course, expanded as a response to stop the efforts to give the right to manage the Bretton Woods⁴¹ institutions to the developing countries; Furthermore, delegates from developing nations within the Bretton Woods Institutions have advocated for the establishment of the Asian Infrastructure Investment Bank, announced the establishment of the New Development Bank⁴² at the BRICS Summit in July 2014. New Development Bank was registered with an initial capital of 50 billion dollars and the goal is to increase the capital to 100 billion dollars. Beijing obviously considers the New Development Bank as an important financial mechanism for projects related to the Silk Road; Finally, China has pushed the Shanghai Cooperation Organization to establish a financial institution that would provide an additional cash flow for Silk Road projects. From a historical perspective, Russia has conveyed increasing apprehension regarding China's expanding influence in Central Asia than about the potential development of the Shanghai Cooperation Organization Development Bank. However, there are indications that this perspective is undergoing a shift.

In March 2015, Dmitriy Meznetsev, Secretary General of the Shanghai Cooperation Organization said

that this organization will combine its development strategies with the Chinese Silk Road strategy and all members will be invited to participate in this initiative (Zimmerman, 2015). Four months later, Xi Jinping and Vladimir Putin reached an agreement to take measures to combine the Silk Road Economic Belt with the Eurasian Economic Union, utilizing the Shanghai Cooperation Organization as a coordinated platform. It seems that Beijing looks at the Shanghai Organization as a main mechanism for regional support for its innovations as an organization that seeks to play a greater responsibility in global affairs (Laruelle, 2015: 18) China has made extensive investments in Central Asia. To be able to prepare these countries for the execution of the Silk Road project. Today, the economic balance between China and the region is based on increasing the flow of oil, gas and goods to China; Also, the flow of direct investment and the sending of cheap consumer goods to the region is compensated by China.

⁴¹. Bretton Woods

⁴². New Development Bank

Foreign direct investment of Chinese companies is mainly focused on energy, natural resources and transportation infrastructure. The Chinese have rapidly increased foreign direct investment all over the world and Central Asia has emerged as a crucial strategic focus for these investments (Arduino, 2011). This investment is mainly done through direct loans under the management of the Ministry of Commerce and two state-owned political banks, namely the China Development Bank and the Export and Import Bank of China (Arduino, 2014). During the last three years, several examples of these investments have frequently garnered media attention, often due to a negative perception of their impact on the environment and the social effects of local communities. Recent data from the Ministry of Commerce of China shows that in 2012, two-sided trade between China and five Central Asian countries was over 46 billion dollars, which has grown by 13.7 percent compared to the previous year. There are still less possibilities for future bilateral trade in the current forms. However, as the Ministry of Commerce of China emphasizes, these trade levels are more than 100 times more than when they were in the period of establishing diplomatic relations.

During the first two months of 2013, bilateral trade between China and Central Asia reached 32.4 billion dollars and increased by 16.7 percent compared to the previous year, making China the largest trading partner for Kazakhstan, Turkmenistan and Mine is a business partner for Kyrgyzstan and Uzbekistan and turned into the third big partner for Tajikistan (Xingua Newsagency, November 2013).

Iran's role in the silk road

Despite the historical and longstanding relations between China and Iran, the strategy of preserving equilibrium of power in the international system involves considerations of "East-West competition" and "geo-strategic penetration of remote areas." means On the other hand, Liege Fars makes Iran the center of gravity. Some of China's strategic and key interests have changed. Iran's geopolitical role has been unforgivable since long ago. As among the countries located on the road of the new silk road, Iran is among the nations with the capability to play a positive and constructive role in nurturing the development of relationships among Asian countries. Although with the relative decline of the ancient silk road, many of the stable countries along its path were pushed to the sidelines, Iran has still played its important geopolitical role. In the current conditions, due to advantages such as having the shortest route to Europe, Iran can play a valuable role in the transit of goods after the revival and completion of the Silk Road; Moreover, the dissolution of the Soviet Union and the subsequent independence of Central Asian countries have impacted Iran's position regarding the revitalization of the Silk Road.

The significance of such a location is connected to the fact that it involves Central Asia and the Caucasus region are surrounded by drought and Iran is presented as the only option available to access the Persian Gulf and open waters for the countries of this region (Khab. Ragzari Fars, 1394). According to China, Iran is a central element in the economic belt of the Silk Road. The belt that he is strongly promoting and its goal is to expand China's cross-border influence through Central Asia to the Persian Gulf and Europe. The geographical location of Iran has given special importance to this country in terms of moving goods and crossing oil and gas pipelines in the world economy. By taking advantage of this advantage, Iran can gain many benefits and improve its economic position at both the regional and global levels. This important thing requires understanding the facts, taking advantage of the opportunities and getting the necessary preparations to compete with regional and international competitors. The North-South Corridor project is an exceptional and unique economic and commercial opportunity for Iran; From one side, in order to strengthen and transport transit goods quickly with less cost and more safety, the construction of the Chabahar-Sarakhs railway line is considered necessary; Also, placing Chabahar port on the route of the North-South transit corridors and as a result of establishing the transit connection between the countries of Russia, Eastern Europe, Central, North, Central Asia and the Caucasus on the one hand and South Asia on the one hand. Eastern, Far East, Oceania and countries bordering the Persian Gulf as An outstanding advantage for Iran is due to the shortness of the route in the north-south corridor and the equipping of facilities and infrastructures and the provision of extensive facilities in various parts of transport and transportation. There are many attractions for goods transit (Yazdani and Shah Mohammadi 162 163:163), the new silk road is a favorable condition for Iran, which has special importance in this north-south corridor. Iran is implementing plans to complete and expand its communication channels with the region.

- Reconstruction of Teftan - Quetta railway in Pakistan to connect the railway networks between Iran and Pakistan, which connects Europe and Asia.
- Connecting Iran and Azerbaijan through Qazvin-Rasht-Anzali-Astara railway
- Chabahar-Sarakhs railway line, which connects the south-east of Iran from Chabahar port (Iran's only oceanic port) to Sarkhs in the north-east on the border of Turkmenistan, connects Central Asia extending to the waters of the Indian Ocean.

In the middle of this road, the Khawaf-Herat railway connects Afghanistan to the Indian Ocean with the closest rail distance. India holds a strategic partnership with Afghanistan and Afghanistan itself are active on this project and are interested in the development of this corridor, this could serve as the southern route of the Silk Road leading to the sea.

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The North-South Corridor project is an exceptional and unique economic and commercial opportunity for Iran; Also, in order to strengthen and transport cargo achieving rapid results with reduced costs and enhanced safety, the construction of Chabahar-Sarakhs railway line seems necessary (Ezati and Shokri, 2011), the most important transportation corridor between International that during the transit of goods between countries Asian and European has been created so far, it is the north-south corridor. This corridor connects the countries of Northern Europe, Scandinavia and Russia through Iran with the Persian Gulf nations, Indian Ocean and Southeast Asia.

This transportation corridor, an important part of which passes through the soil of Iran; Currently, it is regarded as one of the shortest, cheapest and fastest transit routes between Asia and Europe (Amirahamdian, 1382). The increase of cooperation between Iran and China, especially after the nuclear sanctions and the expansion of the activities of Chinese companies in various times in production and commercial ways It has progressed so far that now China has become Iran's biggest trading partner.

In this regard, Iran is the third supplier of China's crude oil and provides part of this country's energy needs. Fimabin's trade trend has been increasing since 2000, until in 2014, the trade volume between the two countries reached 52 billion dollars, which shows an increase of 12 billion dollars compared to the previous year.

International obstacles to the revival of China's Silk Road while there is real enthusiasm in the Chinese political community about the potential of the Silk Road Belt; There are also concerns that are paid less attention to, and how internal and regional policies in Central and South Asia may affect China's plans, Beijing repeatedly emphasizes. It is clear that the Silk Road innovations have been designed on a win-win basis and are in the direction of development. are not China's sphere of influence, many of China's neighbors are pessimistic about this issue (Fallon, 2015).

Russia

Although Russia has announced its tacit agreement with China's Silk Road project, and China has also diverted a part of this road to this country due to gaining Russia's satisfaction,

but Russia is trying to strengthen the project. Eurasian Economic Union" to Some kind of influence and influence of China on Central Asia and the Caucasus should be limited and restrained. Following the rejection of China's proposal to set up a free trade zone within the Shanghai Cooperation Organization, Russia endeavored to create its own Eurasian Union in collaboration with Kazakhstan and Belarus.

This move by China was considered as Russia's attempt to prevent China's influence and keep this country away from its sphere of influence (Varis, 2014). One of the important goals of Russia in this plan is to use the leverage of energy and minerals of this union as a tool to build a powerful block around Russia and empower the member countries of the union to provide The balance of the sector is against both Western powers and China. What is important for Russia is the perspective in which the dependence of European gas routes on Russian resources is reduced. What is important for China is access to Russia's natural resources and reducing dependence on Middle Eastern energy and the dangers of maritime routes (Zareh, 1394) in February, 2014, Vladimir Putin and Xi Jinping on the construction of the Cloud Road. New candle; They also agreed on the connection to the Russian Trans-Eurasian Railway. The success of this initiative hinges on Russia's relationship with the European Union and the outlook for its integration projects in Eurasia.

For example: refocusing on the Eurasian Economic Union project could be the result of developments in Ukraine. Dmitri Ternin mentions an interesting scenario: "Instead of Putin's original idea being centered on a greater Europe from Lisbon to Vladivostok⁴³, the Eurasian Union is possible." Help to expand the Silk Road project.

If this is the case, Eurasia will turn into something that some Russians jokingly called Asiapa⁴⁴ a hundred years ago, because they considered Russia as the connector of Asia (Trenin, 2014). Chinese foreign policy circles believe that Moscow is currently depending on China to criticize Beijing's economic initiatives in Central Asia. In the era of economic sanctions imposed by the European Union and restrictions on Russia's access to international capital markets, it has caused Russia to increasingly look towards China and grow its economy. The \$400 billion contract in May 2014, based on which the Russian natural gas company Gazprom⁴⁵ committed to supply natural gas to the China National Oil Company for 30 years, is a link in the direction of strengthening the same; At a time when China's economic influence in the region is increasing, Beijing insists on the fact that this country's initiatives will not be in

⁴³. Vladivostok

⁴⁴. Asiopa

⁴⁵. Gazprom

competition with Russia's Eurasian Economic Union (Sputniknews, 2015). Despite the collapse of the Soviet Union, Moscow initially regarded Eurasia as a foreign entity, has defined and does not include the influence of other powers in this region, but in a way, Russia has openly and publicly accepted this initiative and proposed cooperation within the framework of China and the Eurasian Economic Union. It has been shown.

In any case, the creation of a fast land route to Europe will put China in direct contact with the countries that were deemed to be within Russia's sphere of influence for many years. On the other hand, China also has no desire to hand over more levers of influence to Russia, especially in the field of commercial and economic policies, which can lead to more problems and challenges in the long run. (Zaree, 1394).

United States

In contrast to Russia, which adopts a model of aligning interests with China, the United States exhibits a competitive and, at times, a confrontational stance towards the Belt and Road project and the Asian Infrastructure Investment Bank. For this reason, this country has tried to consider the Silk Road plan according to its goals and intentions. The United States' Silk Road strategy, focusing on Afghanistan, aims to promote free trade, grow economic cooperation, increase trade volume, and create people-to-people connections between South and Central Asia.

This initiative was proposed in 2011, when Hillary Clinton, the U.S. Secretary of State, referred to the revitalization of the historic Silk Road as an international network of economic communication and transit (Clinton, 2011). The Silk Road initiative of the United States emphasizes Afghanistan as a main route for economic and transportation integration. It was anticipated that following with the withdrawal of American forces from Afghanistan in 2014, the Silk Road project was expected to gain widespread support.

The main view of the US Silk Road plan emphasizes that if Afghanistan becomes closely integrated into the economic activities of the region, it can better attract new investments and benefit from its potential resources. Red has provided more economic opportunities and given hope to its people (Hormats, 2011). This strategy states that the economy of South Asian countries is growing rapidly and such growth requires the existence and receipt of various energy sources, especially through energy sources in Asia. Like oil, gas and water resources, it will be attainable and accessible. Through these energy sources from Afghanistan, it can be utilized for the benefit of countries supplying energy and it can also be for the benefit of

energy consumers. Turkmenistan-Afghanistan-Pakistan-India Pipeline⁴⁶ (TAPI) is one of the considered sections of the New Silk Road strategy of the United States, which tries to connect the gas of Turkmenistan to India through Afghanistan and Pakistan.

Since in this plan, the Americans have left Iran aside, a plan to isolate Iran and reduce Iran's role can be evaluated. This pipeline is going to be operational in the period of 2017-2018 (Habua, 2015). Central Asia is set to receive increased financial aid with the execution of the new Silk Road project. Currently, significant strides have been taken in advancing the objectives of the new Silk Road. At the meeting in Tokyo about the Silk Road in 2012, Geoffrey Piatt, the US Deputy Secretary of State, said: "Currently, a new Silk Road has been built." Electricity from Uzbekistan and Turkmenistan provides the energy needed by small economies and government buildings in Afghanistan, rail connections between Kazakhstan, Turkmenistan and Afghanistan have been built, and new lines have been built from the Ezb border. Kostan has been completed to the city of Mazar-e-Sharif.

In general, the United States has identified about 40 infrastructure projects that cover important parts of the Silk Road initiative (Fedorenko, 2013). This pipeline started working in December 2015 during Celebrations of the 20th year of Turkmenistan's declaration of neutrality. It was officially opened during a ceremony in the city of Mero, Turkmenistan, in the presence of the Presidents of the Republic of Afghanistan and Turkmenistan, the Prime Minister of Pakistan and the Deputy Prime Minister of India.

Clearly, the interests of the United States in Central Asia extend beyond enhancing economic growth in the region. The U.S. aims to assist the Central Asian republics on various fronts; such as identifying transregional threats, creating infrastructure and the need for communication for economic development and regional cooperation and providing space for civil society groups, the government based on law and human rights concerns. It is a human voice (Laruelle, 2015, p. 8).

India

As one of China's regional competitors, India has a pessimistic approach to the Maritime Silk Road plan of this country and has tried to destroy China's Maritime Silk Road plan by presenting the Mausam⁴⁷ plan. From India's point of view, this plan ensures the possibility of re-establishing ties with ancient trading partners and creating an "Indian Ocean World" centered on India, covering East Africa, South Iran, Sri Lanka and South East Asia. Can Narendra Modi,

⁴⁶. Turkmenistan- Afghanistan-Pakistan-India

⁴⁷. Mausam

the Prime Minister of India try To increase relations with regional governments that are the main recipients of Chinese investments.

India has also announced plans to create its own investment with the aim of developing infrastructure and increasing trade in South Asia.

While India is the second largest shareholder in the Asian Infrastructure Development Bank and China's partner in the BRICS New Development Bank, it has issued strong statements that one belt and one road are not true multilateralism. You know (Zare, 1394). Because of the fact that the economic belt of China's Silk Road passes through Gilgit⁴⁸ province of Pakistan, which was a region under the rule of the Maharaja of Kashmir⁴⁹ before 1947, which India considers a disputed region. India's concerns have multiplied. Delhi is looking for cooperation with the Silk Road of the United States, which will build North-South economic corridors and increase India's access to Central Asian resources and roads. Although China has tried to encourage India to join its maritime silk road plan, but this threatening attitude towards China's approach and goals has prevented it from doing so. Of course, despite India's reluctance to join the Maritime Silk Road project, the two countries, China and India, in the development of the economic corridor of Bangladesh, China, India, Myanmar, which is one of the branches presented in the action plan published by China. Yes, they are cooperating.

Xi Jinping proposed enhanced cooperation with India within the within the framework of the Belt and Road Initiative during his meeting with Prime Minister Modi before the 2015 Shanghai Cooperation Organization summit. However, India is hesitant to accept a special and close collaboration with China, as there are concerns that it might constrain India's independent innovation within the broader Beijing-led framework (Zimmerman, 2015).

Conclusion

China's "New Silk Road" project, which has been the subject of discussion by experts in the fields of political economy and international geopolitics in the media for the past few years, basically includes two main branches, water and land. This road starts from the ancient city of "Xi'an" in China, and after leaving many main and secondary roads, it crosses the front countries and finally connects the three continents of Asia, Europe and Africa. The competition between China and America in the international economy, the increasing influence of China in the Asian economy and the spectacular growth of China's economic and commercial activities in Africa compared to other powers, especially the United States, are shown. Let China, by reviving the Silk Road and drawing an economic belt, access to world roads. It has developed

⁴⁸. Gilgit-Baltistan

⁴⁹. Kashmir

the facilitation and expansion of an international and reliable transportation corridor with reasonable costs to the consumer in the direction of its national interests. China's investment of 40 billion dollars in the "Silk Road Investment Fund" and the request from other countries to join this fund is an sign of the significance of the revitalization of the Silk Road in China. The importance of this plan is that Beijing intends to connect this project with a wider plan called "Asia-Pacific Free Trade Zone".

Although the Chinese have announced that the New Silk Road plan covers 65 countries from Asia to Europe, but what is clear is that in the current section, the main focus of this plan is on China's neighborhood. The place of development and stability in the western regions of China. and the strategic capacities of other regional competitors such as America, Russia and India to exert influence in the environment around China will decrease. Although the Chinese are trying to create an appropriate psychological space for promoting the goals of this plan with extensive propaganda of this plan; However, so far, no comprehensive and joint action has been taken by other countries to accompany this plan, and the responses have been at the level of concluding bilateral joint agreements. The response from the countries surrounding China has been basically a two-sided response, that is, these countries are trying to benefit from the economic benefits of this plan and to find a balance among these benefits and security concerns. Set up your strategy. The innovation of China's New Silk Road Economic Belt in both land-sea forms due to Iran's main and pivotal role can ensure Iran's geostrategic, economic and security interests. be the region; However, Iran's effort to be incorporated as much as possible in this plan and to play an efficient role in the development, development and continuation of the contemporary silk road is very important. The Silk Road Economic Belt initiative is expected to significantly impact the deepening of economic integration and, consequently, contribute to regional security. The innovative aspects of the New Silk Road Economic Belt possess the essential potential to foster enhanced security within the region. The key to achieving the aforementioned security in the region is the realization of unity, and the economic belt of the Silk Road is necessary for the realization of this unity. The silk road planned by China, which connects East Asia to Central Asia, Central Asia to West Asia, and West Asia to Europe, will also promote trans-regional integration with Europe. While the revitalization of the Chinese Silk Road is practical, it is likely to face challenges in the future. Other plans proposed by countries like the United States and concerns from Russia and India about China's demands in the region, coupled with the substantial costs involved, contribute to potential obstacles for the successful implementation of the initiative. Iran's innovation in joining this initiative can be a destiny for both China and Iran. The northern route that connects to Europe from Central Asia

through Russia will be faced with Russia's disruption and disruption due to Russia's competition with China. The traditional path that passes through Iran, by establishing stability and security in Iraq and Syria, draws a bright future for Iran and China. Reconstruction of devastated Iraq and Syria needs capital.

Russia and Iran are the key players in the Syrian arena, lacking capital. Arab countries will not want to be there because of their opposition to Syria. It is only China that has huge capitals and needs a place outside its borders for investment to convert more than 3000 billion dollars of its foreign exchange reserves into production and wealth. Syria and Iraq is an important destination for China's investment, which provides access to energy and the market for its goods in two-way trade. Central Asia (Kazakhstan, Uzbekistan and Turkmenistan), Iran, Iraq can supply China's hydrocarbon energy needs for decades. There is a big market for Chinese goods here. From the perspective of providing manpower and engineering services, Turkey, along with Iran's ability to export engineering services and Chinese capital, can bring the traditional Silk Road closer to reality.

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