

Understanding China The Silk Road And The Communist Manifesto Routledge Studies On The Chinese Economy

Far more than a history of the Silk Roads, this book is truly a revelatory new history of the world, promising to destabilize notions of where we come from and where we are headed next. From the Middle East and its political instability to China and its economic rise, the vast region stretching eastward from the Balkans across the steppe and South Asia has been thrust into the global spotlight in recent years. Frankopan teaches us that to understand what is at stake for the cities and nations built on these intricate trade routes, we must first understand their astounding pasts. Frankopan realigns our understanding of the world, pointing us eastward. It was on the Silk Roads that East and West first encountered each other through trade and conquest, leading to the spread of ideas, cultures and religions. From the rise and fall of empires to the spread of Buddhism and the advent of Christianity and Islam, right up to the great wars of the twentieth century—this book shows how the fate of the West has always been inextricably linked to the East. Also available: *The New Silk Roads*, a timely exploration of the dramatic and profound changes our world is undergoing right now—as seen from the perspective of the rising powers of the East.

In the "Great Game" of the 21st century--gaining leadership and influence in Asia--the United States is rapidly being outflanked by China, which is investing in infrastructure, connectivity, and supply chains on an unprecedented global scale. In this first book to use China's Belt and Road Initiative, previously known as China's New Silk Road, as a point of departure to explain why and how China is about to supersede America with regard to influence in Asia, Sarwar Kashmeri argues that the United States has a narrow window of opportunity to find a way to fit into a world in which the rules of the game are increasingly set by China. U.S. opposition to the Belt and Road Initiative is doomed to failure, so America must find creative ways to engage China strategically, and he warns that the window to do so is closing fast. The Belt and Road Initiative is China's ambitious project to connect itself to more than 70 countries in Central Asia, Europe, Africa, and the Middle East through new roads, rails, ports, sea lanes, and air links. This cornerstone of Chinese foreign policy under President Xi Jinping is positioning China at the center of over half of world trade, and the loss of American influence and power could well lead to the end of the postwar liberal world order. Far more than merely an infrastructure investment, the Belt and Road Initiative is a masterful grand strategy to create nothing less than a new world order based on the Chinese model of government and its financial institutions. Yet, as the passing of the baton of world leadership takes place, the United States seems curiously incapable or uninterested in devising a counterstrategy. Even though the United States will no longer have the largest economy in the world, it will still be a powerful and rich country with global alliances. * Explains the Belt and Road Initiative, including its historical roots, sources of funding and the financial and aid

institutions being set up by China to subsidize and underwrite the projects * Describes in detail the most strategically important BRI projects, with the projects' scope, cost, and strategic impact * Evaluates the cultural, religious, and economic dangers of each of the key projects that China will have to overcome in order for the BRI to succeed * Suggests ways in which the United States might devise a grand strategy to live in the new world China is constructing and to maintain its standard of living * Draws from personal research and interviews with prominent Asian and American scholars, businessmen, military officials, and political experts

This translation of collected articles by Yan Chen (1916–2016) examines the role of the Maritime Silk Road in the formation of world civilizations. Analyzing the Maritime Silk Road's political, economic, cultural, and technological influence, Chen argues that this expansive trade network was vital to the spread of traditional Chinese culture.

The "Belt and Road" initiative announced by Chinese President Xi Jinping in 2013 aims at reviving the ancient trade routes connecting China to Europe and Africa: the "21st Century Maritime Silk Road" and the inland "Silk Road Economic Belt". Both maritime and land routes of the New Silk Road meet Europe in the Baltics — a region accounting for some 150 million inhabitants representing 30% of the total EU population. The maritime route enters Europe through the Mediterranean Sea before reaching the largest European seaports of the North Sea and the Baltic Sea up to Saint Petersburg in Russia. The land route starting from West China crosses Central Asia, Russia and Belarus before reaching the shores of the Baltic Sea. This book focuses on the business and economic dimensions of China's initiative: Chinese government objective and policies, the strategies of Chinese and foreign firms along the Silk Road, trade and investment between China and Nordic-Baltic countries, the Eurasia Land Bridge corridors and logistics, the impact of the New Silk Road on the economies of Central Asia, new institutions financing the "Belt and Road", cross-cultural challenges and Sino-foreign joint ventures along the New Silk Road. The direct impact of China's initiative on economic sectors such as logistics services; the shipping, port management and maritime industry; construction and high-speed train; energy and engineering; and e-commerce, information technology and tourism will be assessed. Readers will be provided with an in-depth analysis of the opportunities and challenges for companies and regions along the New Silk Road as well as 17 short case studies focusing on China-led projects currently developed along the "Belt and Road" and 15 maps of the New Silk Road, the Baltic Sea Region and Central Asia to help in understanding China's vision and strategic moves. "In this long-awaited second edition, Susan Whitfield expands her trailblazing exploration of the Silk Road and broadens her rich and varied portrait of life along the great premodern trade routes of Eurasia. This new edition is comprehensively updated to support further understanding of themes relevant to global and comparative history. In the first 1,000 years after Christ, merchants, missionaries,

monks, mendicants, and military men traveled on the vast network of Central Asian tracks that became known as the Silk Road. Whitfield recounts the lives of twelve individuals who lived at different times during this period, including two new characters: an African shipmaster and a Persian traveler and writer during the Arab caliphate. With these additional tales, Whitfield extends both geographical and chronological scope, bringing into view the maritime links across the Indian Ocean and depicting the network of north-south routes from the Baltic to the Gulf. Throughout the narrative, Whitfield conveys a strong sense of what life was like for ordinary men and women on the Silk Road, the individuals usually forgotten to history. A work of great scholarship, *Life along the Silk Road* continues to be extremely accessible and entertaining"--Provided by publisher. Covering five thousand years of history and delving deeply into the archives the British Museum and other famous collections of art and antiquities, this fascinating tour of a storied trade route introduces readers to the sights, sounds, smells, and tastes of this legendary trail. (History)

Much is being written about China's new 'One Belt, One Road' initiative, but much of the writing focuses on China itself, on the destinations of the road - Europe and the Middle East - or on the countries through which the road passes, such as Central Asia. This book takes a different approach, assessing the views of East Asian and other countries on the Belt and Road Initiative, both from a transnational and multidisciplinary perspective. The book considers international visions and limitations of the New Silk Road as a new paradigm, explores economic and trade aspects, including infrastructure networks, financial mechanisms, and the likely impact for other countries and regions, and analyses the likely implications for regional and trans-regional cooperation and competition. Western and Asian regional perspectives on the New Silk Road, including from India, Pakistan, Southeast Asia and Japan are considered throughout the book.

The contributions compiled in this issue engage in critical evaluation of China's "New Silk Road initiative" ("Belt and Road Initiative" [BRI]) by focusing on the potential long-term political and economic effects and implications for Sino-European and Sino-African relations. The authors take the launching of the BRI (October 2013) as a starting point for a general, theory-guided qualitative re-evaluation of the basic patterns of Chinese foreign relations and global interactions under the fifth generation of Chinese political leaders. In 2013, the Chinese state president, Xi Jinping, framed BRI as a global connectivity network consisting of a multitude of overland passages and maritime transportation corridors. Xi Jinping's report to the 19th Party Congress (2017) set the BRI as an anchor concept of China's fine-tuned foreign strategy in the 21st century.

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This manuscript examines relations between China and the Middle East in historical context. It highlights some of the most important events that characterize the ties between China and the Middle East, and examines their relationship in key areas that include energy, trade, arms

sales, culture and politics. The centre of China's relations with Israel is arms sales and advanced technology, while the core of Sino-Saudi relations is oil. Iran and China are tied with deep historical, civilizational, cultural and political relations, but China's current interests in Iran centre on oil. Relations between China and the United Arab Emirates (UAE) centre on trade. The UAE serve as a primary hub for Chinese business corporations not only in the Gulf or the wider Middle East, but also in Africa and the world. China's relations with Algeria have been based on political co-ordination since the early days of the Algerian War of Independence and the early days of the People's Republic of China. China provided Algeria with political, diplomatic and military support to accomplish its national liberation from France. Since then, their partnership has developed. Finally, the book develops a tridimensional approach in which China's ties with Middle Eastern countries are viewed as an outcome of interaction between three actors in each situation. The book reaches the conclusion that China's national interests in the Middle East are only increasing, and it is anticipated that Sino-Middle Eastern relations and strategic partnerships will be enhanced in the near future, provided that China is not perceived as undermining the Arab Spring. Key Features Offers an in-depth analysis of Chinese-Middle Eastern relations Assists students and scholars in understanding the uniqueness of the Chinese model of engagement in the Middle East Explains why most Middle Easterners prefer China's engagement to Western engagement Explores the future of Sino-Middle Eastern relations

China is building a New Silk Road that runs through the heartland of the Muslim world, promising it will create integrated economies and stronger ties across Eurasia and Africa. Robert R. Bianchi argues that while China has the financial and technical resources to accomplish its infrastructure goals, it is woefully unprepared to deal with the social and political demands of its partner countries' citizens. *China and the Islamic World* explores how China's leaders and citizens are learning-through their relationships with Pakistan, Turkey, Indonesia, Iran, Nigeria and Egypt-that they have to respect and adjust to the aspirations of ordinary people throughout the Islamic world, not just cater to the narrow band of government and business elites. Bianchi demonstrates that turbulent countries along the New Silk Road are likely to transform Chinese society at least as much as China changes them. This realization will be deeply unsettling for China's authoritarian rulers, who desperately want to monopolize power domestically. The party and state bosses have responded to challenges with a contradictory blend of flexibility abroad and rigidity at home, compromising with popular demands in one country after another while refusing to negotiate many of the same issues with their own citizens. This book shows how China faces a growing struggle to maintain their double-sided statecraft as it becomes apparent that the New Silk Road is not a one way street. China's Belt and Road Initiative (BRI), China's globe-girdling infrastructure and trade corridor project, is a rare watershed in international affairs. It affects, whether directly or indirectly, nearly the entire world, directly involving more than 60 countries, nearly 4.5 billion people (about two-thirds of the world's population), up to \$8 trillion, and around 40 per cent of the global economy. BRI also entails a rising power—perhaps the next superpower—endeavouring to build one of the biggest and most expensive super-projects the world has ever seen. If it achieves its potential, BRI could even pose a threat to the Bretton Woods global economic model that has prevailed since the end of World War II. BRI has the potential to change the world in a big way. And yet, the project also confronts security and financial challenges that are as serious as its potential is soaring. In this way, BRI is a topic that needs serious examination. This book features chapters on BRI prepared by top international scholars who have been tracking the project closely. The chapters assess the project's impact across Asia, highlight its opportunities and challenges, and consider what might be in store in the future. The chapters in this book were first published as a special issue of the *Asian Affairs*.

Shadow of the Silk Road records a journey along the greatest land route on earth. Out of the

heart of China into the mountains of Central Asia, across northern Afghanistan and the plains of Iran and into Kurdish Turkey, Colin Thubron covers some seven thousand miles in eight months. Making his way by local bus, truck, car, donkey cart and camel, he travels from the tomb of the Yellow Emperor, the mythic progenitor of the Chinese people, to the ancient port of Antioch—in perhaps the most difficult and ambitious journey he has undertaken in forty years of travel. The Silk Road is a huge network of arteries splitting and converging across the breadth of Asia. To travel it is to trace the passage not only of trade and armies but also of ideas, religions and inventions. But alongside this rich and astonishing past, *Shadow of the Silk Road* is also about Asia today: a continent of upheaval. One of the trademarks of Colin Thubron's travel writing is the beauty of his prose; another is his gift for talking to people and getting them to talk to him. *Shadow of the Silk Road* encounters Islamic countries in many forms. It is about changes in China, transformed since the Cultural Revolution. It is about false nationalisms and the world's discontented margins, where the true boundaries are not political borders but the frontiers of tribe, ethnicity, language and religion. It is a magnificent and important account of an ancient world in modern ferment.

If the West wishes to understand China better, it needs to appreciate the depth of thought and range of debate that is taking place within the Chinese political system. China is entering a new and complicated phase in its development. From a minnow in the 1970s it has become a mighty player on the global stage. It is likely that its role in the global economy and international relations will continue to expand. Today, despite its vast size, China is still a developing country. The country's leaders in the Communist Party of China face innumerable policy challenges. Two key issues facing the Party are its role in the Asia-Pacific region and the ideological legacy from Karl Marx. The CPC is engaged in deep research, debate and reflection on both of these questions. This study provides a unique, in-depth insight into these critically important issues for the evolution of China's political economy.

This book delves into the political-economy of China's Maritime Silk Road Initiative (MSRI), part of the larger Belt and Road Initiative (BRI), with a focus on Southeast Asia (SEA). It represents the second in a three-part book series on China's MSRI. It discusses the state of the MSRI in various SEA countries such as Indonesia and Myanmar, highlights the international and domestic economic and political factors that shape individual SEA country's embrace of China's scheme, and examines the effects of China's MSRI in individual SEA countries such as Cambodia and Malaysia. It also contemplates the role of third parties such as India and the United States on the behaviors of SEA countries and the implementation of the MSRI. It shows the MSRI is neither a boon nor bust and that the MSRI's progress and effects are contingent on many factors requiring attention by those wanting to understand China's mega initiative.

China's New Silk Road initiative constitutes one of the most ambitious projects in recent decades designed to change the pattern of the global economic division of labour as well as the geostrategic balance of power. It has the potential to create a new fabric of industrial value creation that links China and East Asia via Central and South Asia with Europe, and to forge new regional and multilateral institutions that complement or compete with existing regional and global governance systems. First proposed in 2013, the new initiative is only now starting to be rolled-out, with trade relations gradually intensifying, and the first investment projects and infrastructure clusters becoming manifest. However, the full impact of the evolving new regional value chains on global goods flows, investment activity, supra-national institution building, as well as their wider international implications, remains undetermined. This book brings together leading scholars from economics, political science and area studies, who present the latest cutting-edge knowledge and the latest state-of-the-art economic and political analysis on how the new initiative is developing and likely to develop.

This innovative book examines the maritime component of China's Belt and Road Initiative

(BRI), focusing on three key trade routes and addressing the question of how China protects its overseas assets. Gerald Chan explores China's rising maritime power, using geo-developmentalism as a theoretical framework to analyse the country's development of port facilities and infrastructure along important trade routes. Through developing these sea routes, he argues that a new global order is in the making.

The first complete history of Central Eurasia from ancient times to the present day, *Empires of the Silk Road* represents a fundamental rethinking of the origins, history, and significance of this major world region. Christopher Beckwith describes the rise and fall of the great Central Eurasian empires, including those of the Scythians, Attila the Hun, the Turks and Tibetans, and Genghis Khan and the Mongols. In addition, he explains why the heartland of Central Eurasia led the world economically, scientifically, and artistically for many centuries despite invasions by Persians, Greeks, Arabs, Chinese, and others. In retelling the story of the Old World from the perspective of Central Eurasia, Beckwith provides a new understanding of the internal and external dynamics of the Central Eurasian states and shows how their people repeatedly revolutionized Eurasian civilization. Beckwith recounts the Indo-Europeans' migration out of Central Eurasia, their mixture with local peoples, and the resulting development of the Graeco-Roman, Persian, Indian, and Chinese civilizations; he details the basis for the thriving economy of premodern Central Eurasia, the economy's disintegration following the region's partition by the Chinese and Russians in the eighteenth and nineteenth centuries, and the damaging of Central Eurasian culture by Modernism; and he discusses the significance for world history of the partial reemergence of Central Eurasian nations after the collapse of the Soviet Union. *Empires of the Silk Road* places Central Eurasia within a world historical framework and demonstrates why the region is central to understanding the history of civilization.

The phrase "silk road" evokes vivid scenes of merchants leading camel caravans across vast stretches to trade exotic goods in glittering Oriental bazaars, of pilgrims braving bandits and frozen mountain passes to spread their faith across Asia. Looking at the reality behind these images, this Very Short Introduction illuminates the historical background against which the silk road flourished, shedding light on the importance of old-world cultural exchange to Eurasian and world history. On the one hand, historian James A. Millward treats the silk road broadly, to stand in for the cross-cultural communication between peoples across the Eurasian continent since at least the Neolithic era. On the other, he highlights specific examples of goods and ideas exchanged between the Mediterranean, Persia, India, and China, along with the significance of these exchanges. While including silks, spices, and travelers' tales of colorful locales, the book explains the dynamics of Central Eurasian history that promoted Silk Road interactions--especially the role of nomad empires--highlighting the importance of the biological, technological, artistic, intellectual, and religious interchanges across the continent. Millward shows that these exchanges had a profound effect on the old world that was akin to, if not on the scale of, modern globalization. He also disputes the idea that the silk road declined after the collapse of the Mongol empire or the opening of direct sea routes from Europe to Asia, showing how silk road phenomena continued through the early modern and modern expansion of the Russian and Chinese states across Central Asia. Millward concludes that the idea of the silk road has remained powerful, not only as a popular name for boutiques and restaurants, but also in modern politics and diplomacy, such as U.S. Secretary of State Hilary Clinton's "Silk Road Initiative" for India, Pakistan, and Afghanistan.

This collaborative volume? discusses the One Belt One Road, or the New Silk Road, initiative of Chinese President Xi Jinping from the perspectives of the Belt and Road countries. This initiative has been viewed as a re-globalization drive by China in the backdrop of financial crisis of the West and the latter's increasingly protectionist tendencies of late. Rather than 'rebalancing' towards a certain region, this is supposed to be China's 'global rebalancing' aimed at inclusiveness and a win-win partnership. The initiative has raised hopes as well as

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suspicious about China's goals and intentions; that is, whether this is in sync with China's foreign policy goals, such as multipolarity, no hegemonic aspirations, and common security, or if this is an antidote to the U.S. foreign policy goals in the region, and China's ambition to realizing its long-term vision for Asian regional and global order. In this volume, a galaxy of eminent academics from India, China, Pakistan, Uzbekistan, Germany and Southeast Asia have critically analysed every aspect of this mammoth project, including the six major economic corridors identified by China for policy coordination, infrastructure connectivity, unimpeded trade, monetary circulation, and people to people exchanges. The authors have interpreted China's peripheral, regional as well as global diplomacy both over land and sea. This topical volume is of interest to scholars and students of Asian studies, China studies, Asian history, development studies, international relations and international trade.

An expert on China's global infrastructure expansion provides an urgent look at the battle to connect and control tomorrow's networks. From the ocean floor to outer space, China's Digital Silk Road aims to wire the world and rewrite the global order. Taking readers on a journey inside China's surveillance state, rural America, and Africa's megacities, Jonathan Hillman reveals what China's expanding digital footprint looks like on the ground and explores the economic and strategic consequences of a future in which all routers lead to Beijing. If China becomes the world's chief network operator, it could reap a commercial and strategic windfall, including many advantages currently enjoyed by the United States. It could reshape global flows of data, finance, and communications to reflect its interests. It could possess an unrivaled understanding of market movements, the deliberations of foreign competitors, and the lives of countless individuals enmeshed in its networks. However, China's digital dominance is not yet assured. Beijing remains vulnerable in several key dimensions, the United States and its allies have an opportunity to offer better alternatives, and the rest of the world has a voice. But winning the battle for tomorrow's networks will require the United States to innovate and take greater risks in emerging markets. Networks create large winners, and this is a contest America cannot afford to lose.

The Silk Road. We have a hazy mental image: a lone traveler carrying silk on a camel moves along a desert. Where exactly is he going and what goods is he carrying? This book offers concrete answers based on newly discovered documents preserved in the sands of the Taklamakan Desert. It is amazing what has been dug up, and how the new materials - both documents and artifacts - radically challenge our understanding of the Silk Road. Historians have only recently begun to piece together and make sense of these materials, which give a far clearer picture of actual Silk Road. Placing these documentary finds at the heart of the narrative, this book also tells the story of the different explorers who found these documents, and it teases out the implications of these documents for our understanding of the Silk Road. (We learn, for example, that the Silk "Road" was not really a road, and that no one used the term "Silk Road" in the past.) The book focuses on the seven most important Silk Road sites that have produced document and objects from the Silk Road. Six (Niya, Kucha, Turfan, Dunhuang, Khotan, and Xi'an) are located in northwest China; the seventh, Samarkand, is in modern Uzbekistan. This college edition includes a selection of excerpted primary sources in each chapter. The range is enormous: memoirs of medieval Chinese monks and modern explorers, letters written by women, descriptions of towns, language-learning materials for traveling monks, and contracts, among others. Instructors can select the documents they find most interesting to discuss in class; students can use these materials write papers. Many of these are difficult to find, and the author has checked all the translations to enhance their readability. The college edition also includes a new final chapter that examines the Silk Road during the period of Mongol rule (to c. 1400 CE).

The Silk Road is not a place, but a journey, a route from the edges of the Mediterranean to the central plains of China, through high mountains and inhospitable deserts. For thousands of

years its history has been a traveler's history, of brief encounters in desert towns, snowbound passes and nameless forts. It was the conduit that first brought Buddhism, Christianity and Islam into China, and the site of much of the "Great Game" between 19th-century empires. Today, its central section encompasses several former Soviet republics, and the Chinese Autonomous Region of Xinjiang. The ancient trade route controversially crosses the sites of several forgotten kingdoms, buried in sand and only now revealing their secrets. A History of the Silk Road not only offers the reader a chronological outline of the region's development, but also provides an invaluable introduction to its languages, literature, and arts. It takes a comprehensive and illuminating look at the rich history of this dynamic and little known region, and provides an easy-to-use reference source. Jonathan Clements pays particular attention to the fascinating historical sites which feature on any visitor's itinerary and also gives special emphasis to the writings and reactions of travelers through the centuries.

The relationship between Israel and Asia, which has evolved from strong historical ties symbolized by the Silk Road, today encompasses strategic partnerships in technology what we call the Innovation Highway. Israel and China are perfect partners in this new era of globalization. They share strong and complementary competitive advantages with Israel contributing technology and innovation and China providing robust financial and manufacturing capability. Landmark business transactions and other economic factors have given Israel a prominent position on the Asian investor road map. This book analyzes the strategic relationships, supported by deep historical, cultural and spiritual links, between Israel, China, and other Asian countries, bringing together Israel's expertise in innovation and Asia's global position as a center of business. These are highlighted and explained, together with the bilateral activity of Asian companies in Israel and Israeli companies in Asia.

Route 312 is the Chinese Route 66. It flows three thousand miles from east to west, passing through the factory towns of the coastal areas, through the rural heart of China, then up into the Gobi Desert, where it merges with the Old Silk Road. The highway witnesses every part of the social and economic revolution that is turning China upside down. In this utterly surprising and deeply personal book, acclaimed National Public Radio reporter Rob Gifford, a fluent Mandarin speaker, takes the dramatic journey along Route 312 from its start in the boomtown of Shanghai to its end on the border with Kazakhstan. Gifford reveals the rich mosaic of modern Chinese life in all its contradictions, as he poses the crucial questions that all of us are asking about China: Will it really be the next global superpower? Is it as solid and as powerful as it looks from the outside? And who are the ordinary Chinese people, to whom the twenty-first century is supposed to belong? Gifford is not alone on his journey. The largest migration in human history is taking place along highways such as Route 312, as tens of millions of people leave their homes in search of work. He sees signs of the booming urban economy everywhere, but he also uncovers many of the country's frailties, and some of the deep-seated problems that could derail China's rise. The whole compelling adventure is told through the cast of colorful characters Gifford meets: garrulous talk-show hosts and ambitious yuppies, impoverished peasants and tragic prostitutes, cell-phone salesmen, AIDS patients, and Tibetan monks. He rides with members of a Shanghai jeep club, hitchhikes across the Gobi desert, and sings karaoke with migrant workers at truck stops along the way. As he recounts his travels along Route 312, Rob

Gifford gives a face to what has historically, for Westerners, been a faceless country and breathes life into a nation that is so often reduced to economic statistics. Finally, he sounds a warning that all is not well in the Chinese heartlands, that serious problems lie ahead, and that the future of the West has become inextricably linked with the fate of 1.3 billion Chinese people.

“Informative, delightful, and powerfully moving . . . Rob Gifford’s acute powers of observation, his sense of humor and adventure, and his determination to explore the wrenching dilemmas of China’s explosive development open readers’ eyes and reward their minds.” –Robert A. Kapp, president, U.S.-China Business Council, 1994-2004

The Silk Road is as iconic in world history as the Colossus of Rhodes or the Suez Canal. But what was it, exactly? It conjures up a hazy image of a caravan of camels laden with silk on a dusty desert track, reaching from China to Rome. The reality was different--and far more interesting--as revealed in this new history. In *The Silk Road*, Valerie Hansen describes the remarkable archeological finds that revolutionize our understanding of these trade routes. For centuries, key records remained hidden--sometimes deliberately buried by bureaucrats for safe keeping. But the sands of the Taklamakan Desert have revealed fascinating material, sometimes preserved by illiterate locals who recycled official documents to make insoles for shoes or garments for the dead. Hansen explores seven oases along the road, from Xi'an to Samarkand, where merchants, envoys, pilgrims, and travelers mixed in cosmopolitan communities, tolerant of religions from Buddhism to Zoroastrianism. There was no single, continuous road, but a chain of markets that traded between east and west. China and the Roman Empire had very little direct trade. China's main partners were the peoples of modern-day Iran, whose tombs in China reveal much about their Zoroastrian beliefs. Silk was not the most important good on the road; paper, invented in China before Julius Caesar was born, had a bigger impact in Europe, while metals, spices, and glass were just as important as silk. Perhaps most significant of all was the road's transmission of ideas, technologies, and artistic motifs. The Silk Road is a fascinating story of archeological discovery, cultural transmission, and the intricate chains across Central Asia and China.

Focused on the "Belt and Road Initiative", this book discusses China's opportunities to translate economic leverage into political outcomes. The central question is how China's expanding economic influence will transform the Eurasian political landscape. Proposed in late 2013 by President Xi Jinping, the Belt and Road is the most ambitious foreign policy approach adopted thus far and represents the culmination of China's search for a grand strategic narrative. Comparative methods and diverse conceptual frameworks are applied to contextualize and explore the political, economic, and cultural ramifications of the Belt and Road in order to shed light on its transformative significance, risks and opportunities.

Stretching from the ancient Chinese capital of Xian across the expanses of

Central Asia to Rome, the Silk Road was, for 1,500 years, a vibrant network of arteries that carried the lifeblood of nations across the world. Along a multitude of routes everything was exchanged: exotic goods, art, knowledge, religion, philosophy, disease and war. From the East came silk, precious stones, tea, jade, paper, porcelain, spices and cotton; from the West, horses, weapons, wool and linen, aromatics, entertainers and exotic animals. From its earliest beginnings in the days of Alexander the Great and the Han dynasty, the Silk Road expanded and evolved, reaching its peak during the Tang dynasty and the Byzantine Empire and gradually withering away with the decline of the Mongol Empire. In this beautifully illustrated book, which covers the China section of the Silk Road - from Xian through Loulan, Korla, Turfan and Khotan to Kashgar and onwards to India - Jonathan Tucker uses travellers' anecdotes and a wealth of literary and historical sources to celebrate the cultural heritage of the countries that lie along the Silk Road and illuminate the lives of those who once travelled through the very heart of the world.

Provides a timely reminder that we live in a world that is profoundly interconnected. In an age of Brexit and Trump, the themes of isolation and fragmentation permeating the western world stand in sharp contrast to events along the Silk Roads since 2015, where ties have been strengthened and mutual cooperation established

What is China's high-speed rail diplomacy? What is China's infrastructure diplomacy? How do they relate to each other and to the country's Belt and Road Initiative? Can China finance the numerous projects around the world under the initiative? This book assesses the important implications of China's new diplomacy for the global political economy. It argues that a new developmental path called 'geo-developmentalism' is in the making: China plays a leading role in promoting growth and building connections across Eurasia and beyond.

This book examines how China's international political communication of the Belt and Road Initiative comprises narratives about infrastructure and the Silk Road. By carefully selecting infrastructure modalities and Silk Road representations, it is argued that China's aesthetic production of the Belt and Road Initiative advances China's image as an infrastructure and standards-setting power, conjures up a historical continuation of friendly and cooperative relations, and forges China's identity as good neighbor, good friend, and good partner. Using a multiple-case study approach, this book analyses China's communication of the Second Belt and Road Forum, the Alternative North-South Road in Kyrgyzstan, the Standard Gauge Railway in Kenya, and the China-Maldives Friendship Bridge. Detailed literary analyses of the Travels of Marco Polo and the Travels of Ibn Battutah further elucidate China's selective uses of history. Chapters highlight spatial, temporal, political, economic, technological, and perceptual modalities in infrastructure narratives, and reveal the composition of Silk Road narratives, contributing to key debates about Chinese discourse, media strategy and infrastructure communication. China's Communication of the Belt and Road

Initiative will appeal to students and scholars of politics, international relations, communication, and Asian studies globally.

This book studies the Chinese "Belt and Road Initiative" (BRI), also called "New Silk Road", and focuses on its regional and local effects. Written by experts from various fields, it presents a range of case studies on the geopolitical, socio-economic, ecological and cultural implications of the BRI for European regions and their stakeholders. The book is divided into four parts, the first of which discusses the history of and China's motivations for the BRI. The second part explores the global phenomenon from a number of regional standpoints. In turn, the third part presents studies on the political, socio-economic, cultural and ecological implications of the New Silk Road project. The final part highlights the tourism prospects in connection with the Silk Road project, as tourism has established itself as an important economic sector in many regions along the historic Silk Road. This book will appeal to scholars of economics, international relations and tourism, decision-makers, managers, chambers of commerce and entrepreneurs with special interests in establishing collaboration with the Chinese market.

This innovative book examines the maritime component of China's Belt and Road Initiative (BRI), focusing on three key trade routes and addressing the question of how China protects its overseas assets. Gerald Chan explores China's rising maritime power, using geo-developmentalism as a theoretical framework to analyse the country's development of port facilities and infrastructure along important trade routes. Through developing these sea routes, he argues that a new global order is in the making. The book also offers an in-depth and balanced review of two major criticisms of China's BRI: the first being so-called 'debt trap diplomacy', and the second being security concerns surrounding China's IT industry, the resolution of which Chan suggests will pave the way towards developing a 'digital Silk Road'. Following on from Chan's previous work on high-speed rail and other land networks, this book offers a comprehensive and up-to-date account on infrastructure building in this context. It will prove a stimulating read for scholars and students of Chinese foreign policy and international relations, as well as policy makers, government officials and businesses seeking to better understand China's foreign trade and development policies.

Launched in 2013, China's Belt and Road Initiative is forging connections in infrastructure, trade, energy, finance, tourism, and culture across Eurasia and Africa. This extraordinarily ambitious strategy places China at the center of a geography of overland and maritime connectivity stretching across more than sixty countries and incorporating almost two-thirds of the world's population. But what does it mean to revive the Silk Roads for the twenty-first century? *Geocultural Power* explores this question by considering how China is couching its strategy for building trade, foreign relations, and energy and political security in an evocative topography of history. Until now Belt and Road has been discussed as a geopolitical and geoeconomic project. This book introduces geocultural power to the analysis of international affairs. Tim Winter highlights how many countries--including Iran, Sri Lanka, Kenya, Malaysia, Indonesia, Pakistan, and others--are revisiting their histories to find points of diplomatic and cultural connection. Through the revived Silk Roads, China becomes the new author of Eurasian history and the architect of the bridge between East and West. In a diplomatic dance of forgetting, episodes of violence, invasion, and bloodshed are left behind for a language of history and heritage that crosses borders in ways that further the trade ambitions of an increasingly networked China-driven economy.

