

A Study on the "Belt and Road" Initiative: An Annotated Bibliography

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ABSTRACT: *This paper discusses the background of the "Belt and Road" Initiative of China and presents an annotated bibliography on the topic. Secondary source of data was collected from various published articles including online journals. This paper reviews and presents 85 articles in three parts: part one covers the topics in general common to both the "Belt and Road" initiative, part two presents the literature on the "Belt" initiative termed as the "Silk Road Economic Belt" and the part three presents the bibliography notes on the "Road" initiative termed as "The 21st Century Maritime Silk Road". This study is an attempt to provide an annotated bibliography on the topic "The Belt and Road" Initiative as a comprehensive reference.*

Keywords: *Annotated bibliography, "Belt and Road" Initiative, "Silk Road Economic Belt", "21st Century Maritime Silk Road".*

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I. INTRODUCTION

The holistic approach of China in creating congenial relationship with other nations culturally and economically is through "The Belt and Road Initiative". One of the purposes of this initiative is to bring the whole world connected not only through air but also by road and water with the hope of contributing to the cause of globalization. Transportation and infrastructural development is essential for growth of any economy. The main focus of the "Belt and Road" Initiative is to complete the infrastructural projects in collaboration with different countries concerned. The purpose of this paper is to present bibliography notes on the topic. "Belt and Road" initiative is in three parts: "Belt and Road" initiative, the "Silk Road Economic Belt", and the "21st Century Maritime Silk Road". The articles reviewed on the above topics are 43, 28 and 14 respectively.

II. BACKGROUND OF THE STUDY

Primarily the "Belt and Road" initiative covers Asia and Europe, encompassing around 60 countries, and then includes Oceania and East Africa. It is anticipated that huge investment will be involved over an indefinite timescale to execute the projects.

2.1 Silk Road Economic Belt

Chinese leader Xi Jinping initiated the "Silk Road Economic Belt" during his visit to Central Asia and Southeast Asia in September, 2013 with the purpose of jointly building the Silk Road Economic Belt and the 21st Century Maritime Silk Road. The 'Belt' initiative covers the following countries situated on the original Silk Road through Central Asia, West Asia, the Middle East, and Europe. The aim of this initiative is to integrate the region into a cohesive economic area through building infrastructure, increasing cultural exchanges, and promoting and broadening trades. Another area that is proposed to be included in the extension is South Asia and Southeast Asia apart from the above zones. The 'Belt' initiative's propose to divide into north, central and south belts. The north belt covers through Central Asia, Russia to Europe. The Central belt route goes through Central Asia, West Asia to the Persian Gulf and the Mediterranean. The South belt goes from China to Southeast Asia, South Asia, and the Indian Ocean. The execution of Central belt has been recently neglected due to complex religion issues along the Belt. The propose of Belt initiative is to link Central Asia through Kazakhstan's Nurly Zhol infrastructure program.[1]

2.2 Maritime Silk Road

Maritime Silk Road also coined as the "21st Century Maritime Silk Road" and it is a complimentary initiative taken with the purpose of investing and fostering collaboration in Southeast Asia, Oceania, and North Africa, through several contiguous bodies of water such as, the South China Sea, the South Pacific Ocean, and the wider Indian Ocean area. Xi Jinping first proposed this initiative during Indonesian Parliament speech in October, 2013. [2]

The responsibility of conducting research and engineering, and to foster understanding and academic exchanges on the "Belt and Road" initiative was taken by the Xi'an Jiaotong University. The scope of the network is not only limited to the economic zone, but also includes law school alliance to support the initiative with legal and cultural expertise. China proposed first in October, 2013 that the Asian Infrastructure Investment Bank need to lend the "Belt and Road" projects for building infrastructures.

This paper attempts to present an Annotated Bibliography as a comprehensive reference on the " Belt and Road" initiative in three different heads, namely the Belt and Road Initiative in General (TABLE 1), The Silk Road Economic Belt (TABLE 2) and the Maritime Silk Road (TABLE 3) as follows:

Table 1: The Belt and Road Initiative in General

S. No.	Source	Author	Title	Purpose
1	Metal bulletin Daily, P. 303.	Chen, Vicky, (2016) [3]	CESCO ASIA: "One Belt, One Road" to unleash copper resources – Minmetals	The article reports on the copper production project of China One Belt, One Road initiative which includes the involvement of 65 countries, major copper projects under this initiative and development of the overseas market.
2	World Journal of Social Sciences and Humanities, Vol. 2, Issue 1, P. 10-14.	Kanenga Haggai, (2016) [4]	One Belt One Road Strategy in China and Economic Development in the Concerning Countries	<ul style="list-style-type: none"> The vision, scope and the goals of the One Belt, One Road Strategy in China and its impacts on economic development, potential risks and challenges posed to the concerning countries while implementing the initiative was discussed in this paper.
3	Orbis, Vol. 60, NO. 2, P. 296-313.	Michael Clarke Author Vitae, (2016) [5]	Beijing's March West: Opportunities and Challenges for China's Eurasian Pivot.	<ul style="list-style-type: none"> This article highlights that the China's Euroasian strategy has been stimulated by the transferring geopolitical landscape in Central Asia resulting the U.S. to withdraw from Afghanistan, Russia's relative decline, and Beijing's interest to stabilize its retrieve province of Xinjiang.
4	<ul style="list-style-type: none"> Contemporary Southeast Asia: A Journal of International & Strategic Affairs. Vol. 38, No. 3, P. 422-444. 	Wenjuan Nie (2016) [6]	Xi Jinping's Foreign Policy Dilemma: One Belt, One Road or the South China Sea?	<ul style="list-style-type: none"> This article discusses that China's foreign policy decision-making process could be understood by applying the principle of leadership, political performance and national interests in lieu of a state-centered analysis. Also the author states that foreign policy decision-making is greatly influenced by the way the supreme leaderships of political performance is viewed.
5	<ul style="list-style-type: none"> Site Selection. Vol. 61, No. 6, P. 39-40. 	Bruns Adam, (2016) [7]	One Hundred New Cities	<ul style="list-style-type: none"> The article profiles real estate firm China Fortune Land Development. Topics discussed include the company's strategy of "One Belt, One Road" commitment to the development of industrial cities, which are grounded on green development, urban quality of life, continuous innovation, and the clustering of industries.
6	<ul style="list-style-type: none"> Global Capital, 2016. P. 31. 	Editor[8]	China Globalization: Driving the Future?	<ul style="list-style-type: none"> In the article, the author discusses developments in the global financial market as of mid-January 2016, particularly the move by China to globalize and reform its financial markets. Also presents the proposal of the International Monetary Fund (IMF) to include the <i>Renminbi</i> as part of the Special Drawing Rights (SDR) basket

				to reserve currencies and development of capital markets.
7	<ul style="list-style-type: none"> Economist, 2016 Vol. 420, No. 8996 P. 66. 	Editor [9]	The Infrastructure of Power	<ul style="list-style-type: none"> The article focuses on the concern over the Asian Infrastructure Investment Bank (AIIB) which cast back China's curiosity to institutionalize its official lending abroad. Topics covered include the value of the projects approved by AIIB, the launch of the one-belt, one-road initiative that aims to improve trade routes across around the Eurasian landmass and the goal of AIIB to keep an eye on infrastructure.
8	<ul style="list-style-type: none"> The Chinese Economy, Vol. 49, No. 6. 395-399 	Soong, Jennjaw, (2016) [10]	The Political Economy of Development Between China and the ASEAN States: Opportunity and Challenge	<ul style="list-style-type: none"> The article explains that the OBOR initiative has aimed at restructuring the Eurasian economy and resuming geo-political core power by economic connectivity. It also states that the OBOR policy will be used to fulfill by Asia Infrastructure Investment Bank (AIIB) opposed to the World Bank and Asian Development Bank (ADB).
9	<ul style="list-style-type: none"> China Today. Vol. 64, No. 2, P. 40-43. 	Zhang Xudong, (2015) [11]	Constructing the "One Belt and One Road" Tangram	<ul style="list-style-type: none"> The article offers information on China's initiative of the Silk Road Economic Belt and the 21st Century Maritime Silk Road. Topics covered include the importance of external cooperation to the project as well as implications of the initiatives for the economic prosperity of the country.
10	<ul style="list-style-type: none"> Finance Asia. P. 64-67 	Zhu, Julie, (2016) [12]	Getting the Show on the Road	<ul style="list-style-type: none"> The article discusses on "One Belt, One Road" (OBOR) initiative of China which aspires to look for overseas investment and trade opportunities, and improve the country influence overseas.
11	<ul style="list-style-type: none"> PM Network. Vol. 30, No.4, P. 10-11 	Rockwood , Kate (2016) [13]	Bumps in the New Silk Road?	<ul style="list-style-type: none"> Topics discussed in this paper is as follows: Including trade routes linking China to Europe and other parts of Asia by both overland and maritime paths and the Chinese government's view that the project is for regional cooperation and not a geopolitical tool.
12	<ul style="list-style-type: none"> New Perspectives Quarterly. Vol. 33, No.1, P. 24-31 	Escobar Pepe, (2016) [14]	Silk Roads, Night Trains, and the Third Industrial Revolution in China	<ul style="list-style-type: none"> This article highlights the following topics: connectivity and efficient high-tech infrastructure in order to expand energy hubs, renewable energy sources, funding by the Asian Development Bank (ADB) for the project, introducing energy pipelines and enabling China to avail oil and natural gas supplies.
13	<ul style="list-style-type: none"> Global Capital, 2016, P. 162 	Editor [15]	Xinte Energy launches one of the year's last IPOs in HK	<ul style="list-style-type: none"> The paper discusses some cornerstone investments from investment companies LRC. Belt and Road Investment and Keystone Group, an overview of the IPO structure and its challenges.
14	<ul style="list-style-type: none"> China Business Review. P. 1 	Dodillet, Lauren, (2016) [16]	China's CITIC Antes Up \$113 Billion for Silk Road Initiative	<p>This article discusses about the CITIC Ltd. (Chinese state-owned conglomerate) will invest upwards of 113 billion dollars into China's "One Belt, One Road," initiative. This project network is proposed network of infrastructure would links across Asia, the Middle East, and Europe.</p>
15	<ul style="list-style-type: none"> Fortune, Vol. 174, No. 8, P. 	Cendrowski, Scott, (2016)	China Spreads the Wealth around	<p>The article focuses on One Belt, One Road (OBOR) initiative of China. This foreign investment project which is meant to increase</p>

	138-144	[17]		Chinese trade and diplomatic ties with over 60 nations in Africa, Europe, and the Middle East. It states that the China Development Bank reports almost 900 billion dollars of infrastructure projects are planned or underway.
16	<ul style="list-style-type: none"> Journal of Commerce Vol. 16, No. 9, P. 14-16 	Knowler, Greg, (2015) [18]	China's Expanding Trade Tentacles	<ul style="list-style-type: none"> The article discusses the plan of China to expand its trade through rail and sea routes with Europe and Africa by country's One Belt One Road strategy. It also states efforts of Chinese president Xi Jinping to promote trade connections.
17	<ul style="list-style-type: none"> Meta 1 Bulletin Daily, P. 79 	Radford, Charlotte, (2015) [19]	LME SEMINAR: 'Without opening up there will be no progress' --- Xu Jin	<ul style="list-style-type: none"> The article highlights about the London Metal Exchange seminar which was held on October 12, 2015. Topics discussed include the long-term internationalization and priority areas for cooperation between countries including trade liberalization, financial integration and policy coordination through China's One belt, One road initiative.
18	<ul style="list-style-type: none"> Global Telecoms Business, P. 2 	Burkitt-Gray, Alan, (2015) [20]	China Telecom announces Africa expansion	<ul style="list-style-type: none"> The article discusses the expansion plans of China Telecom Global in Africa and the Middle East and mentions topics that include the creation of a subsidiary to be known as China Telecom (Africa and Middle East), network capability expansion and the "One Belt, One Road" strategy.
19	Beijing Review Vol. 58, No. 8, P. 14-17	Zhou Xiaoyan, (2015) [21]	World Factory to World Investor	<ul style="list-style-type: none"> The article focuses on the ascension of China to one of the world's net capital exporters with capital output outnumbering capital inflows in 2014. Topics discussed include relevant information on Foreign Direct Investment and Outbound Direct Investment (ODI) and to China, factors influencing the surge in ODI, the significance of supportive policies like the Silk Road Economic Belt and 21st Century Maritime Silk Road initiatives, and the challenges and obstacles in expanding to overseas markets.
20	Business Today, No. 205, P. 1-3	Wong, Helen, (2015) [22]	China paves forward path on growth, reshaping its trade and economy	<ul style="list-style-type: none"> The article reports that China has embarked on new development initiatives that will allow it to overcome volatility in the stock markets. Topics covered include outbound investment and domestic upgrading as the factors that will define China's continuing economic advances, the forecast of a solid pace of growth for the country, and its One Belt, One Road initiative, which focuses on external trade and investment. Also discusses on the "Made in China 2025" policy.
21	<ul style="list-style-type: none"> European Foreign Affairs Review, European Foreign Affairs Review Vol. 20, No. 4, P. 573-589 	Reiterer, Michael, (2015) [23]	The NAPCI in the Volatile Security Environment of Northeast Asia: Which Role for the European Union?	<ul style="list-style-type: none"> This article presents the concept of 'Trustpolitik' and its strategy of implementation and deals with the threats puzzled for NAPCI in the regional context. Also discusses the EU's potential to support the Initiative in emphasize optimistic examples of regional cooperation and strengthening trust by indicating how the EU could play a positive role in mounting the initiative in the European context.

22	<ul style="list-style-type: none"> Chinese Journal of International Law, Vol. 15, No. 3, P. 517-541 	Zeng Lingliang, (2016) [24]	Conceptual Analysis of China's Belt and Road Initiative: A Road towards a Regional Community of Common Destiny.	<ul style="list-style-type: none"> This article presents an analysis of the concept of Belt and Road initiative based on available sources and makes a comparison with regional economic integration (related traditional concept), partnership arrangement and community of common destiny, and in fine discusses on the new concept of the Belt and Road.
23	<ul style="list-style-type: none"> Chinese American Forum. Vol. 31, No.1, P. 11-14 	Tsao, Ruby, (2015) [25]	One Belt, One Road	<ul style="list-style-type: none"> The author highlights how the One Belt, One Road initiative would implement the construction on land through Silk Road Economic Belt and by 21st Century Maritime Silk Road on sea in order to develop economic relations between countries. The articles also details the requirement of the projects such as, telecommunication facility, solar power, electricity and energy transportation.
24	EIRP Proceedings. Vol. 11, No. 1, P. 435-440	Olesia Kobenko, (2016) [26]	Eurasia: The Rivalry of Global Integration Projects	<ul style="list-style-type: none"> The article states that the major drivers of world globalization is the Eurasian integration projects. The author further states that the introduction of number of integration initiatives and the strategies of Eurasian regionalism seems to be gaining attention in the scientific literature.
25	<ul style="list-style-type: none"> International Organizations Research Journal, Vol. 11, No. 2, P. 58-70 	Maxim Bratersky, (2016) [27]	Isolationism versus Geopolitics: The Dual Role of the Eurasian Economic Union in Global Governance	<ul style="list-style-type: none"> This article conceptualizes ongoing initiatives of Russia, Belarus and Kazakhstan in 2011 to develop the Eurasian Economic Union (EEU). Engaging with two major theoretical perspectives and establishes to what extent the EEU's construction and potential expansion is economic regionalism driven by Russia led geopolitical motives.
26	Chinese Journal of Population Resources and Environment, Vol. 13, No. 2, P. 119-126	Wang; Liu, (2015) [28]	Geopolitics of global climate change and energy security	<ul style="list-style-type: none"> This article offers based on the evaluation some relevant suggestions on the new geopolitical characteristics of climate change: 1. Considering the interests and appropriately managing the complex relations during international climate negotiations among major powers; 2. Actively cooperating with the United States and the European Union on energy and climate change and strengthening risk judgments; (3) To ensure China's energy security and participating in the global energy governance relying on the "One Belt, One Road" initiative; (4) Intensification of the "south-south cooperation" mechanism innovation and increasing the investment.
27	<ul style="list-style-type: none"> Lawyer (Online Edition), P. 2 	Kriegler, Yun, (2015) [29]	CC and Linklaters advise on BOC's \$3.55bn Silk Road Bond Issuance	<ul style="list-style-type: none"> The article reports on the role of law firms Linklaters LLP and Clifford Chance LLP as lead international counsel on the issuance of the \$3.55 billion multi-currency bond, which is set to facilitate the One Belt, One Road policy of China in 2015.
28	<ul style="list-style-type: none"> Journal of World Trade, Vol. No. 4, P. 733-754 	Jie (Jeanne) HUANG, (2016) [30]	Silk Road Economic Belt: Can Old BITs Fulfil China's New Initiative?	<ul style="list-style-type: none"> This article explores the feasibility of the SREB initiative from the perspective of international investment law. Sixty-one Bilateral Investment Treaties (BITs) were concluded between China and SREB countries and thirty-eight of them were signed in the 1990s or before. By a statistical research method, this

				article argues that these thirty-eight BITs may not fulfill the SREB initiative because of their insufficiencies in three aspects: ambiguous definitions of 'investor' and 'investment', no national treatment and limited investor-state dispute resolution mechanism.
29	• Lawyer (Online Edition) P. 10	Kriegler, Yun, (2015) [31]	Boss & Young launches OBOR alliance to target Chinese development strategy	• The article reports on an international alliance initiated by Shanghai, China-based law firm Boss & Young in a bid to get hold of foreign and economic development strategy opportunities promised under One Belt, One Road initiative by the country.
30	JoC Online, P. 1-3	Knowler, Greg, (2015) [32]	DHL adds services to fast-growing China-Europe rail network DHL Global	• The article reports that freight forwarder 'DHL Global Forwarding' has added services to rapid growing rail network between China-Europe after China's launch of initiative the One Belt, One Road strategy and presents the opinions of firm's chief executive officer Kelvin Leung on promotion of international trade.
31	Chinascope, 2015, No. 73, P. 20	Editor [33]	Chinese Think Tank Releases Report on the Security of China's Perimeter	• The article offers an overview of the report "The (2015) Assessment Report on China's Perimeter Security Situation --- One Belt and One Road (OBAOR) and the Perimeter Security Strategy," issued by the Center for Regional Security Studies of the Chinese Academy of Social Sciences (CASS) and the Social Sciences Documentation Publishing House.
32	• Banker, Vol. 165, No. 1076, P. 112-116	Palma, Stefania, (2015) [34]	Smooth Journey for the New Silk Road	• The article discusses the new initiative introduced by China President Xi Jinping in 2013 namely that the One Belt, One Road initiative which is expected to cause significant impact on international trade.
33	• Executive Intelligence Review, Vol. 43, No. 51, P. 19-44	Ho, Patrick, (2016) [35]	China's Belt and Road Initiative	• The article presents a speech by violinist, eye surgeon, and international activist Patrick Ho of the China Energy Fund Committee delivered on the One Belt, One Road policy and road initiative of China at the Schiller Institute conference in New York on December 10, 2016.
34	• Metal Bulletin Daily, P. 294	Ma, Echo, (2016) [36]	CESCO ASIA: Favourable market conditions are a boon for overseas mining investment--Zijin Mining's Fang.	• The article reports on the overseas acquisitions of Chinese mining companies after the growth in the commodities. The article also focuses on One Belt, One Road initiative which is making overseas projects attractive and creating favorable investment environment in resource rich countries.
35	• Reactions, P. 1	Benyon, David, (2016) [37]	One Belt, One Road to create \$35.5bn commercial premium	• This article states that according to Swiss Re, China's One Belt One Road (B & R) plan will result in a big increase in commercial insurance premium. This plan aims to link China through trade routes across Asia to Africa and Europe. Increased trade and trade liberalization due to B & R could result in extra commercial premium boost of more than a billion dollars for Chinese insurers by 2030.
36	• Economist, 2015, Vol. 416, No. 8955, P. 15-17	Editor [38]	The New Silk Road	• The article discusses Chinese businesses' foreign investments within the context of globalization. An overview of the attitude of Li Jianhua, chief executive of the Chinese silk

				producer Wensli, on Xi's initiative is provided.
37	JoC Online, P. 1-2	Knowler, Greg, (2015) [39]	China's big three cargo airlines will merge, aviation boss says	<ul style="list-style-type: none"> The article reports on the addition of aviation projects focused on the improvement of rail and maritime links of Beijing with Asia, Europe and Africa with 51 strategic aviation projects as announced by Chief Li Jiaxiang of the Civil Aviation Administration of China under the "One Belt, One Road" strategy of China.
38	<ul style="list-style-type: none"> Asia Insurance Review, 2016, P. 20 	Editor [40]	AEC and China's "One Belt, One Road" to be growth drivers for frontier markets	<ul style="list-style-type: none"> The article presents a report by reinsurer Swiss Re as of June 2016, which showed that the creation of the Association of Southeast Asian Nation, Economic Community and China's "One Belt, One Road" (OBOR) policy will serve as growth drivers in the frontier insurance markets of Cambodia, Laos, Myanmar and Vietnam (CLMV). Also cited are the common features of the frontier insurance markets.
39	Joc Online, P. 1-2	<ul style="list-style-type: none"> Knowler, Greg, (2015) [41] 	China's One Belt, One Road strategy takes to the air <ul style="list-style-type: none"> 	<ul style="list-style-type: none"> The article discusses on the merger of three state owned cargo airlines in China including three airways namely, 1. China Cargo Airlines, 2. Air China Cargo and 3. China Southern Cargo to form the largest Asian freight carrier for the Chinese government goal of raising international competitiveness instead of creating domestic monopolies and oligopolies
40	JoC Online, P. 1-2	Knowler, Greg, (2015) [42]	Investment floods into China's One Belt, One Road strategy <ul style="list-style-type: none"> 	<ul style="list-style-type: none"> The article reports that China International Trust and Investment Corp. will invest money on the "One Belt, One Road" trade strategy including investments for the network of railways and roads and expected improvement of trade in China through trade route development.
41	<ul style="list-style-type: none"> China scope, 2015, No.73, P. 38 	Editor [43]	Chinese Media on the "One Belt, One Road" Strategy <ul style="list-style-type: none"> 	<ul style="list-style-type: none"> The article presents a summary of viewpoints on the "One Belt, One Road" diplomacy and economic development strategy of China published in Chinese newspapers Following are the topics discussed in the article: 1. Political considerations for investing in countries in Central and South Asia in "China Review News"; 2. China's economic and trade relationship and common interest partnerships with emerging economies; and 3. Developed European countries in "Qiushi," and exports resistance by South East Asian nations in "Xinhua."
42	American Lawyer, 2016, P. 28SS-29SS	Editor [44]	Doing Business in China's New Economy <ul style="list-style-type: none"> 	<ul style="list-style-type: none"> The article presents questions and answers related to the trends and opportunities of Chinese economy including the business environment as of 2016, the opportunities offered by the One Belt, One Road economic policy and the obstacles faced by foreign companies and investors.
43	<ul style="list-style-type: none"> Construction Europe, 2016, Vol. 27, 5, P. 9 	Editor [45]	€ 20 Billion Earmarked for OBOR Projects	The article discusses about the Construction Bank Corporation (CCB) of China signing an MoU with International Enterprise (IE) Singapore for providing finance for the One Belt, One Road initiative and affirms that projects include infrastructure and clean technology.

Table 2: Silk Road Economic Belt Initiative

1	China Business Review, P. 1	Yanling Xu; Haacke, Owen (2016) [46]	How to Benefit from Local One Belt, One Road Implementation	<ul style="list-style-type: none"> The article suggests to companies to consider the locales which have OBOR policy goals that match with their business objectives, creating policies to promote investment. And take advantage of other OBOR expansion opportunities such as financing from Western companies, sharing global experience and best practices, increasing visibility at local trade, investment fairs and other events through working with local partners .
2	<ul style="list-style-type: none"> Economist, 2015, Vol. 415, No. 8933, P. 41 	Editor [47]	Where all Silk Roads lead	The discusses on Xi's proposed 'Silk Road economic belt,' in which it would form economic partnerships with countries along ancient silk trading routes, the creation of the Asian Infrastructure Investment Bank, and Xi's efforts to change the economic order within Asia.
3	<ul style="list-style-type: none"> World Today, Vol. 71, No.5, P. 18-20. 	Summers, Tim (2015) [48]	Roadmap to a Wider Market <ul style="list-style-type: none"> 	<ul style="list-style-type: none"> The article discusses on the One Belt, One Road initiative of China and explains that the name of the policy means construction of a Silk Road Economic Belt spreading from Western and inland China through Central Asia towards Europe. Also states that the policy infers building networks of connectivity based on proper analysis. It presents attitude of Russia toward the proposed route and challenges. .
4	Air Cargo World, Vol. 105, No. 9, P.36-41	Woods, Randy (2015) [49]	International Motion	<ul style="list-style-type: none"> The article highlights the offers of the shippers and forwarders from Europe to China in order to develop rail freight as an alternative option to airfreight and sea freight. The article discusses on the containerized rail service provided by forwarders DB Schenker and DHL Global Forwarding on Silk Road tracks and the benefit of the Northern and the Southern Route to enter China.
5	China Quarterly of International Strategic Studies, Vol. 2, No. 3, P. 401	Serafettin Yilmaz; Liu, Changming (2016) [50]	The Rise of New Eurasianism: China's "Belt and Road" Initiative and Its Implications for Euro-Atlanticism	<ul style="list-style-type: none"> This article attempts to cast an analytic light on the One Belt and One Road initiative and examines the opportunities for a China-led Eurasian integration discourse as an alternative to the US-led Euro-Atlanticism.
6	International Policy Digest, P. 1-3	<ul style="list-style-type: none"> Kam p Mark, Binoy (2015) [51] 	In the Shadow of Zheng He: China's One Belt and One Road Policy	<ul style="list-style-type: none"> The focuses of this study on the "one belt and one road" policy of China, described as a long-term macroscopic program of strategic development for the country. Topics include Beijing's global investment push, the vision of the Chinese leadership, and diplomat Zheng He. Also tackled is the plan of developing an economic belt along the Silk Road to enforce healthy economic ties and strong cooperation in the Euro-Asian region.
7	<ul style="list-style-type: none"> Chinese American Forum, Vol. 30, No. 1, P. 	Shao Yuqun (2014) [52]	Two Roads, But One Destination?	<ul style="list-style-type: none"> The article presents an excerpt from the article "Two Roads, But One Destination?" by Shao Yuqun published on www.chinausfocus.com on the One Belt, One Road initiatives promoted by USA and China respectively as of July 2014.

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8	<ul style="list-style-type: none"> Executive Intelligence Review, Vol. 43, No. 51, P. 45-47 	<ul style="list-style-type: none"> Zepp, Larouche, Helga (2016) [53] 	World Land-Bridge: Mankind's Next Great Task	<ul style="list-style-type: none"> This article presents a speech delivered on the proposed "New Silk Road/One Belt, One Road Initiative in China" by Helga Zepp-LaRouche, founder of political and economic think tank Schiller Institute at Schiller Institute Conference in New York City on December 10, 2016 .
9	<ul style="list-style-type: none"> Executive Intelligence Review, Vol. 43, No. 51, P. 48-52 	Maitra, Ramtanu (2016) [54]	OBOR Brings New Life to Central Asia: Kazakhstan in Focus	<ul style="list-style-type: none"> The article offers information on the new initiative of China- One Belt One Road. In other words the Belt and Road Initiative of President Xi Jinping of China which was founded in the idea of developing land and sea transport corridors from the cities of the country to Europe.
10	JoC Online, P. 1-2	Barnard, Bruce (2015) [55]	Antwerp works to capitalize on China's 'One Belt, One Road' strategy.	<ul style="list-style-type: none"> The article states that the port of Antwerp in Antwerp, Belgium is setting up a task force to capitalize on One Belt, One Road strategy of China aimed at boosting trade with Europe as of 2015.
11	<ul style="list-style-type: none"> American Journal of Transportation, No. 632, P. 18-24 	Editor[56]	China's \$ 1.4 trillion Silk Road is bigger than the Marshall Plan	<ul style="list-style-type: none"> The article focuses on China's Silk Road trading route termed as 'One Belt, One Road' extending from Asia to Europe, seems to be superior than the European Union Marshall Plan. And also mentions that the project will build rail, highways and ports.
12	Transitions Online, P. 1	Krauthamer Ky; Caloianu, Ioana; Deulin, Evgeny; Frederiksen, Casper (2015) [57]	OSCE's Ukraine Envoy Resigns, Macedonian Political Rivals to Hold Fresh Talks	<ul style="list-style-type: none"> The article renders information pertaining to political issues around Europe including Swiss diplomat Heidi Tagliavini's resignation, Macedonian opposition leader Zoran Zaev's decision to meet Prime Minister Nikola Gruevski and Hungary's agreement to support China's new Silk road transcontinental trade initiative.
13	<ul style="list-style-type: none"> JoC Online. P. 2 	Mooney, Turloch (2016) [58]	DP World CEO outlines Belt and Road, Africa strategies.	<ul style="list-style-type: none"> The article discusses on the effective mobilization of private sector will ensure success of the One Belt One Road policy while Africa and Latin America remain as promising markets for investment based the views of Sultan Ahmed Bin Sulayem, Chairman and Chief Executive Officer (CEO) of DP World Group.
14	<ul style="list-style-type: none"> Railway Gazette International. Vol. 172, No. 5, P. 40-43 	Dayal, Raghu (2016) [59]	Building an interconnected belt.	<ul style="list-style-type: none"> This paper details the plan of Chinese President Xi Jinping to expand its economic influence through investment in transport and industry across the world. It notes that the initiative is considered as a way to redirect the spare capacity and capital of China to the creation of an economic land belt through Central Asia to Africa.
15	<ul style="list-style-type: none"> Journal of Commerce . Vol. 16, No. 20, P. 42-44 	Knowler, Greg (2016) [60]	One Belt a, One Road and One New Terminal	<ul style="list-style-type: none"> The article examines the joint venture among Cosco Pacific Ltd., China Merchants Holdings and CIC Capital to acquire the Kumport Terminal in Turkey as a model of China's objective of long term presence abroad.
16	<ul style="list-style-type: none"> JoC Online. P. 2 	Editor[61]	Turkey's recent	<ul style="list-style-type: none"> The article discusses the connection

	<p>urnal of Turkish Weekly, 2015, P. 62</p> <ul style="list-style-type: none"> • 		<p>elections in the Chinese media</p> <ul style="list-style-type: none"> • 	<p>between Turkish President Recep Tayyip Erdogan and Turkish Prime Minister Ahmet Davutoglu. Also states that the coverage of Turkey's June 2015 parliamentary elections by the Chinese media. The failure of the Justice and Development Party (AKP) to reach parliamentary majority at the elections Also highlight the important role of Turkey in China's new "One Belt, One Road" policy.</p>
17	<ul style="list-style-type: none"> • Fudan Journal of the Humanities and Social Sciences, P. 1-18 	<p>Adolfo Laborde (2016) [62]</p>	<p>Chinese Economic Development Policies as an Example for Mexico: The One-Belt-One-Road Program.</p>	<p>In this article the author analyzes economic development policies of the last few years in China based on the opinions of some Mexican businessmen, officials, and also scholars who live in China.</p>
18	<ul style="list-style-type: none"> • New Perspectives Quarterly. Vol.34, No.4, P. 44-46. 	<p>Jisi, Wangi (2016) [63]</p>	<p>As Distrust Mounts, US and China Battle Over New Rules of Global Order</p>	<p>The article focuses on the difference between China and the USA in terms of rules and principles pertaining to politics, China is said to advocate democratization of international relations while the USA advocates the reinforcement of liberal international order and democratization of the world.</p>
19	<ul style="list-style-type: none"> • Logistics Management Vol. 54, No. 5, P. 52 	<p>Burnson, Patrick (2015) [64]</p>	<p>Keeping an eye on China</p> <ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • The paper discusses United States maritime trade agenda in the backdrop of China's trade pursuits. Topics discussed include the reference to Trade Priorities and Accountability Act of 2015 (TPA-2015) to renew the United States Trade Promotion Authority (TPA), Silk Road Economic Belt" initiative and Northeast Passage alluded to in "China Hands" publication. Also presents the Polar Research Institute of China, the "One Belt" link to Europe and Reykjavik, Iceland initiative.
20	<ul style="list-style-type: none"> • Yale Global Online, 2016, P.1-3 	<p>Editor [65]</p>	<p>China and the US: Two Visions, One Collaboration?</p>	<ul style="list-style-type: none"> • The article focuses on trade relations between the U.S. and China along with their collaboration in several projects. Topics include declaration of newly elected president of the U.S. Donald Trump for labeling China as currency manipulator in the presidential campaigns, collaboration of both countries for management of several infrastructure projects in Asia, participation of several countries in the "One Belt One Road" initiative of China and initiation of the U.S. New Silk Road project.
21	<ul style="list-style-type: none"> • Trade Finance, P. 40 	<p>Torquato, Jason (2016) [66]</p>	<p>Dubai's DMCC and China sign trade MoU</p>	<p>The article reports on the Dubai Multi Commodities Centre (DMCC) of United Arab Emirates signing of memorandum of understanding (MoU) with the government of China in order to boost bilateral trade under One Belt One Road strategy.</p>
22	<ul style="list-style-type: none"> • Canadian Sailings. P. 50-51 	<p>Striegler, R. Bruce (2016) [67]</p>	<p>China embarks on a globe-changing economic venture; will Canada benefit?</p>	<p>The article examines the China's new initiative in connecting the Canada and its impact on trade with Canada under the banner "One Belt, One Road," global economic scheme.</p>

23	<ul style="list-style-type: none"> • Transitions Online, 2-16, P. 18 	Editor [68]	Chinese Company Builds New City in Georgia	The article reports on the ongoing construction by Chinese private firm Hualing of the new town called Tbilisi Sea New City in Georgia as of early November 2016. The project includes high-rise apartments, commercial areas, and a hospital. The Georgian investment is under the Belt and Road strategy.
24	<ul style="list-style-type: none"> • European Politics and Society, Vol. 17, Supplement 1, P. 113-132 	Jeanne L. Wilsona (2016) [69]	The Eurasian Economic Union and China's silk road: Implications for the Russian-Chinese relationship	<ul style="list-style-type: none"> • The author's purpose in this article is twofold. On the one hand, he seek to assess and compare Russian and Chinese narratives on the EEU and OBOR apart from examining the status of their decision, initiated in May 2015, with the purpose of linking two projects. On the other hand, the author discusses his concern to trace this progress in the context of Russia and China's extended foreign policy goals, and its impact on the Russian-Chinese relationship.
25	<ul style="list-style-type: none"> • Art Newspaper , Vol. 26, No. 284, P. 12 	<ul style="list-style-type: none"> • Movius, Liso, (2016) [70] 	China's new Silk Road Leads West to Middle East	<ul style="list-style-type: none"> • The article highlights China's attempt to engage with countries with mainly Muslim populations through cultural exchanges. Topics discussed include the opening of two biennials in autumn 2016 in the country's western regions, China's cultural exchange with Qatar under One Belt, One Road Initiative and including the negative stereotypes of the Hui, Uyghurs and foreign Muslims that remain common among Han Chinese.
26	China Quarterly of International Strategic Studies, Vol. 1, No. 2, P. 305	Alexey Podberezkin; Olga Podberezkina (2015) [71]	The Silk Road Renaissance and New Potential of the Russian-Chinese Partnership	<ul style="list-style-type: none"> • This article presents about China's recent issue that is causing slow economic growth due to Chinese goods become more expensive, resulting difficulty in maintaining their main strength of competitive advantage-low price. And the articles also discusses main reasons for China and Russia to develop their transport corridors, comparing other global powers in Central Asia and need for their cooperation in implementing the projects.
27	Sravnitel'nââ Politika, Vol. 6, No. 3, P. 85-103	Mina Poshtich (2015) [72]	Comparative Analysis of China's Energy Strategy in Central Asian States	<ul style="list-style-type: none"> • This article addresses China's political and economic strategy towards Central Asia and explains the influence of the energy factor on formulating the strategy. And also the article provides the principles, goals, objectives and mechanisms to analysis the PRC energy strategy in the region.
28	<ul style="list-style-type: none"> • Executive Intelligence Review, Vol. 43, No. 53, P. 17-22 	<ul style="list-style-type: none"> • Maitra, Ramtanu (2016) [73] 	The Multiple Dimensions of China's "One Belt, One Road" in Uzbekistan	<ul style="list-style-type: none"> • The article reports that China's OBOR-related investments in Uzbekistan span a range of sectors, including Uzbekistan's natural gas reserves and gas transportation infrastructure.

Table 3: Maritime Silk Road Initiative

1	ChinaUSFriendship.com, P. 1	Feng, Victor Da Hsuan, (2016) [74]	One Belt, One Road (OBOR): Challenges and Opportunities	<ul style="list-style-type: none"> In this article, the author discusses challenges and opportunities related to the One-Belt-One-Road strategy. The article also discusses the necessity to use the English language to discuss the issue; and challenges to learn about the meaning of OBOR. It also highlights his experience to deliver the OBOR to the Indian Institute of Technology, Guwahati, India; the France Macau Business Association and the American Chamber of Commerce (AMCHAM).
2	China Business, 2016. P. 18	Editor [75]	Trade Pacts Intensify ASEAN Opportunities	<ul style="list-style-type: none"> The article discusses the results of a survey of leaders of multinational companies about the role of mega-regional initiatives in improving economic opportunities in the Association of South-East Asian Nation (ASEAN) block.
3	<ul style="list-style-type: none"> China Quarterly of International Strategic Studies, Vol. 2, No. 1, P. 57 	Aileen S. P. Baviera1, (2016) [76]	China's Strategic Foreign Initiatives Under Xi Jinping	<ul style="list-style-type: none"> The mainly focus of this article is on important aspect of initiatives which signaling to China's neighbors. Also discusses its implications for Southeast Asia and how its relations with China would be in implementing the One Belt, One Road initiative.
4	Australian Journal of International Affairs. Vol. 70, No. 5, P. 563-579	Clarke, Michael, (2016) [77]	"One Belt, One Road" and China's emerging Afghanistan dilemma	<ul style="list-style-type: none"> This article argues that shaping of the desire of China both for security in Xinjiang and for geopolitical advantage in Central Asia is due to the approach of China towards Afghanistan since the end of the Cold War. In addition to Beijing's Xinjiang calculus issue from 1991 to 2001, a broader geopolitical calculus has started since 2001.
5	International Affairs <ul style="list-style-type: none"> Vol. 92, No. 4, P. 891-908. 	<ul style="list-style-type: none"> Huas heng, Zhou, (2016) [78] 	Afghanistan and China's new neighborhood diplomacy	<ul style="list-style-type: none"> This article investigates the latest developments and changes in China's increasingly active diplomacy towards Afghanistan. This is interpreted from two perspectives. First, focusing on China's domestic perspective the author points out that under the "One Belt, One Road" initiative, China's interests in Afghanistan have expanded, particularly in the area of transport; it has started seriously to consider Afghanistan as a transport corridor.
6	Economist, 2016. Vol. 420, No. 8996, P. 37-38	Editor [79]	Our bulldozers, our rules	Topics covered include the percentage stake acquired by the shipping company COSCO in the Piraeus port, the development of a Chinese-designed nuclear reactor in Pakistan and the introduction of China's foreign economic policy called One Belt, One Road (OBOR).
7	<ul style="list-style-type: none"> Area Development and Policy, Vol. 1, No. 3, P. 352-360 	Stanley Toops, (2016) [80]	Reflections on China's Belt and Road Initiative	This article focuses on the overland routes connecting Xinjiang in China to Kazakhstan, the Kyrgyz Republic, and Pakistan, its historical antecedents, and the role of Xinjiang as a gateway to China's contemporary Silk Road connections.

8	<ul style="list-style-type: none"> • Marine Corps University Journal • Vol. 7, No. 1, P. 46-82 	<ul style="list-style-type: none"> • Hayward, David L. O., (2016) [81] 	The Dragon's Pearls	In this article, the author argues that China is moving toward hegemony in the Indian Ocean Region to secure its ability to obtain the gas and oil supplies it needs for commercial development and possibly for national security and military purposes. He further discusses on the China-Pakistan Economic Corridor projects.
9	<ul style="list-style-type: none"> • Defence Journal • 2016, Vol. 20, No. 2, P. 53-55 	Editor [82]	CPEC gathers critical mass	<ul style="list-style-type: none"> • The article focuses on the China-Pakistan Economic Corridor (CPEC) which is part of the Chinese strategic One-Belt, One Road (OBOR) initiative which focuses on connecting countries across three continents including Central, South East and South Asia and Africa. Topics include the focus of Pakistan on the initiative due to its various benefits particularly economic, the success on the satisfaction on the phase of the corridor project, and the several key economic areas covered by the CPEC plan.
10	<ul style="list-style-type: none"> • International Tax Journal, Vol. 42, No. 2, P. 25-32 	Ng, Christina Y. M., (2016) [83]	Is Hong Kong a Non-cooperative Tax Jurisdiction?-- An Issue of Concern Amidst International Economic Instability	<ul style="list-style-type: none"> • The article examines the non-cooperative tax jurisdiction of Hong Kong, China. Topics discussed include concerns raised by such jurisdiction during international economic instability; concerns of the foreign investors when they proceed with investments into China
11	<ul style="list-style-type: none"> • Global Capital, No. 1424, P. 61 	Hong, Carrie, (2015) [84]	HK Govt. sets out stall to be OBOR gateway between Asean and China	<ul style="list-style-type: none"> • The article reports that the Hong Kong government has volunteered to be the link between Association of Southeast Asian Nations (Asean) countries and China under the "One Belt, One Road" initiative. Topics discussed include Hong Kong's leveraging of its role to become the Asean trade centre and then Hong Kong government's negotiation with the Asean countries on free trade agreement.
12	<ul style="list-style-type: none"> • Asian Politics & Policy, Vol. 7, No. 4, P. 667-671 	Lucio Blanco Pitlo III; Amruta Karambelkar, (2015) [85]	India's Perception and Response to China's "One Belt, One Road" Initiative: Views from Indian Mainstream Media	<ul style="list-style-type: none"> • The article focuses on how the "One Belt, One Road" initiative of China, which promotes the closer integration of China with the rest of Asia, Africa, and Europe, was perceived in Indian mainstream media and how the perception shaped the responses to the initiative. Topics covered include China's support for trans-border road and railway projects that links Pakistan and Afghanistan, contest for influence in the Indian Ocean, and the importance of improving India's diplomacy with its neighbors.
13	<ul style="list-style-type: none"> • China Report, Vol. 52, No. 1 (February), P. 19-44 	Patricia Uberoi, (2016) [86]	Problems and Prospects of the BCIM Economic Corridor	<ul style="list-style-type: none"> • This article takes a critical look at the new Chinese One Belt, One Road (OBOR) or Belt and Road Initiatives (BRI) for 21st century Eurasian connectivity and economic integration from the perspective of the proposed Bangladesh, China, India, Myanmar Economic Corridor (BCIM-EC). The BCIM-EC is a sub-regional cooperation project that aims to link the land-locked provinces of southwest China with

				eastern India and the Bay of Bengal through northern Myanmar, Indians northeast region, and Bangladesh.
14	<ul style="list-style-type: none"> • Jo C Online, P. 1-2 	<ul style="list-style-type: none"> • Kno wler, Greg, (2015) • [87] 	Scale of Chinas trade strategy begins to emerge	<ul style="list-style-type: none"> • The article presents the reflection on China's One Belt, One Road plan to facilitate the transport of goods and service within the country and among its trading partners including India and Europe, and presents views of Bai Jingtao, general manager of ship equipment firm China Merchants Heavy Industry Co., on it.

III. DISCUSSION

From the above literature it is observed that 'The Belt and Road' initiative which is the official term coined by China, however, many scholars and practitioners termed as "One Belt, One road" (OBOR) initiative. The main thrust of the presented bibliography notes is on important projects, collaborations and proposals on "The Belt and Road" initiative. Some of the initiatives are discussed here, such as financial institutions and insurance companies, financial markets and investments, market research on forwarding company, joint venture initiatives, and participations of law firms, civil aviation and security, international relations on "The Belt and Road" initiative as follows:

3.1 Financial Institutions and Insurance Companies

The financial institutions and insurance companies' role in financing and providing insurance services are indispensable for the smooth implementation of this initiative. The Asian Infrastructure Investment Bank (AIIB) which reflects China's eagerness to institutionalize its official lending abroad with the aim of restructuring the Eurasian economy and resuming geo-political core power by economic connectivity. The creation of the Association of Southeast Asian Nation (ASEAN) Economic Community (AEC) and China's "One Belt, One Road" (OBOR) policy is expected to serve as growth drivers in the frontier insurance markets of Cambodia, Laos, Myanmar and Vietnam (CLMV).

3.2 Financial Markets and Investment

From the above literature is noted that the participation of Foreign Direct Investment and reformation of financial markets will enable to attract foreign investments into China. Inclusion of *Renminbi* to enable Special Drawing Rights (SDR) is a good move. In view of the above, following initiatives have been taken by China, to cite a few examples, move by the International Monetary Fund (IMF) to include the *Renminbi* as part of the Special Drawing Rights (SDR) basket of reserve currencies and development of capital markets. Information on outbound direct investment (ODI) and foreign direct investment to China, factors influencing the surge in ODI, the significance of supportive policies like the Silk Road Economic Belt and 21st Century Maritime Silk Road initiatives, and the challenges and obstacles in expanding to overseas markets. Efforts to develop the Eurasian Economic Union (EEU), initiated by Russia, Belarus and Kazakhstan in 2011 and developments in the global financial market as of mid-January 2016, particularly the move by China to globalize and reform its financial markets.

3.3 Market Research and MoU with Forwarding Company

Memorandum of understanding (MoU) signed by Construction Bank Corporation (CCB) with International Enterprise (IE) Singapore to provide finance for the projects on infrastructure and clean technology and the involvement of market research company KapronAsia on this initiative. Participation of DHL Global Forwarding company which added services to fast-growing China-Europe rail network after China's launch of initiative the "One Belt, One Road" initiative are note worthy.

3.4 Joint Venture Initiatives

Pertaining to the Joint Venture Initiative here few examples are presented on the joint venture among COSCO Pacific Ltd., China Merchants Holdings and CIC Capital to acquire the Kumport Terminal in Turkey as a model of China's objective of long term presence abroad. The important role is played by Turkey in China's "One Belt, One Road" initiative, and the relationship between Turkish President Recep Tayyip Erdogan and Turkish Prime Minister Ahmet Davutoglu. And Copper production project of China One Belt, One Road which includes the involvement of 65 countries.

3.5 Participation of Law Firms

The importance of participation of law firms is felt essential when it comes to the international projects. Regarding participation in the joint ventures and collaborations clear understanding of international law is pivotal to avoid conflict of interests and disputes between different parties concerned. The involvement of law firms certainly serve as a guiding force in adhering the legality of the countries concerned. The role of law firms Linklaters LLP and Clifford Chance LLP as lead international counsel on the issuance of multi-currency bond. An international alliance initiated by Shanghai, China-based law firm Boss & Young in a bid to seize opportunities promised by the country's "the Belt and Road" initiative.

3.6 Civil Aviation and Security

Report on China's Perimeter Security Situation--One Belt and One Road (OBAOR) and the Perimeter Security Strategy," issued by the Center for Regional Security Studies of the Chinese Academy of Social Sciences (CASS) and the Social Sciences Documentation Publishing House is noteworthy to mention here. The improvement of rail and maritime links of Beijing with Asia, Europe and Africa with 51 strategic aviation projects as announced by chief Li Jiaxiang of the Civil Aviation Administration of China (CAAC) will ensure the security issues in the process of implementation of the projects.

3.7 International Relations

The holistic approach of this initiative is to bring the world closure to each other through building network, to achieve this cooperation and friendly relationship of all the countries are indispensable. In this process, China is taking continuous efforts to create congenial environment. Challenges and opportunities related to the One-Belt-One-Road and the need to utilize the English language to discuss the issue; and challenges to learn about the meaning of OBOR. Highlights on the experience to deliver the OBOR to the Indian Institute of Technology, Guwahati, India; the France Macau Business Association and the American Chamber of Commerce (AMCHAM) China's approach to Afghanistan since the end of the Cold War has been shaped by the desire both for security in Xinjiang and for geopolitical advantage in Central Asia. Overland routes connecting Xinjiang in China to Kazakhstan, the Kyrgyz Republic, and Pakistan, its historical antecedents, and the role of Xinjiang as a gateway to China's contemporary Silk Road connections.

It is interesting to note that the Hong Kong government has volunteered to be the link between Association of Southeast Asian Nations (Asean) countries and China under the "One Belt, One Road" initiative. Promotion of the closer integration of China with the rest of Asia, Africa, and Europe, was perceived in Indian mainstream media and how the perception shaped the responses to the initiative. China's support for trans-border road and railway projects that links Pakistan and Afghanistan, contest for influence in the Indian Ocean, and the importance of improving India's diplomacy with its neighbors is remarkable. China's the Belt and Road initiative to facilitate the transport of goods and service within the country and among its trading partners including India and Europe, and presents views of Bai Jingtao, general manager of ship equipment firm China Merchants Heavy Industry Co., on it shows China's balance approach in developing the infrastructure within China and around the world. However, some understanding issues do exist between countries. For example, the difference between China and the U.S. in terms of rules and principles. In terms of politics, China is said to advocate democratization of international relations while the U.S. advocates the reinforcement of liberal international order and democratization of the world. China's attempt to engage with countries with mainly Muslim populations through cultural exchanges with Qatar as part of the country's the "One Belt, One Road" Initiative, and the negative stereotypes of the Hui, Uyghurs and foreign Muslims that remain common among Han Chinese.

IV. CONCLUSION

The holistic approach of China in introducing the 'The Belt and Road' initiative for the betterment of all nations through technological, infrastructural, economical and cultural integration is to be appreciated. In this process more than 65 countries are involved, among them few are as follows: Central Asia, Afghanistan, Africa, Turkey, Australia, Mexico, USA, Canada, Dubai, Kazakhstan, Russia, Singapore, Hon Kong, Georgia, Qatar, Uzbekistan, Pakistan and India. Few countries are very actively involved in this initiative whereas, others are passive. For example, India is observing and taking a very cautious move on this initiative. Whereas, Pakistan is very aggressive in implementing the projects undertaken under the Joint Venture with China on "the Belt and Road" initiative. And United Kingdom already introduced the first train from UK to China on April 12 and arrived on April 30, 2017. Hope the motive of China in connecting the world both economically and culturally would lead to better relationships and cooperation between countries in building the global network for sustainable growth of all the stakeholders concerned.

The advantage of this paper is that it is a unique attempt made to present a concise annotation that summarizes the central theme and scope of the article forces a reader/researcher to better understand the topic.

The aim of this annotation is to inform the reader of the relevance, accuracy, and quality of the sources cited in this paper. Apart from practicing and improving research skills this paper provides a comprehensive overview of the topic "Belt and Road" initiative - the Silk Road Economic Belt and the Maritime Silk Road initiatives. The summaries can facilitate readers to find the research gap and choose their research topics.

The present study is limited to only 85 published articles including online, in that few articles' abstracts were only accessible. Another limitation of the study is that it reviewed only the secondary data and primary research was not conducted to add to the existing literature on this topic. The scope for future research is wide. Future studies may focus on "The Belt and Road" initiative based on individual project-wise and country-wise so that in-depth analysis would contribute to the existing literature.

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