

East Asia Net 10th

Anniversary
Research
Workshop

University
of Coimbra

May 26 • 28
2016

New
Silk
Road
in the
Context of
East Asian
Relations
and Wider
International
Implications

**East
Asia
Net** 10th
**Anniversary
Research
Workshop**

**University
of Coimbra
May 26 • 28
2016**

New
Silk
Road
in the
Context of
East Asian
Relations
and Wider
International
Implications

Summary

Daily Schedule _____	4
Workshop Program _____	8
Thursday, 26 May _____	9
Friday, 27 May _____	12
Saturday, 28 May _____	17
Profiles and abstracts _____	18
Panel 1 _____	19
Panel 2 _____	28
Emerging scholars' session _____	34
Panel 3 _____	42
Panel 4 _____	51
Other Participants _____	60
How to travel to Coimbra _____	62
Metro Map of Lisbon _____	64
Metro Map of Porto _____	66
Coimbra Map and Touristic information _____	68
How to Arrive to Tryp Hotel? _____	77

Daily Schedule

Time	Thursday, 26 May
09:15-09:30	
09:30-10:00	
10:00-10:30	
10:30-11:00	
11:00-11:30	
11:30-12:00	
12:00-12:30	
12:30-13:00	REGISTRATION AND SCIENCE MUSEUM VISIT
13:00-13:30	Venue: Science Museum of the University of Coimbra (<i>Museu da Ciência da Universidade de Coimbra</i>)
13:30-14:00	
14:00-14:30	WELCOME CEREMONY
	Keynote speaker:
14:30-15:00	Ploughing the Seas – The Portuguese and East Asia Luis Filipe Barreto
15:00-15:30	Venue: Science Museum amphitheatre (<i>Anfiteatro do Museu da Ciência da Universidade de Coimbra</i>)
15:30-16:00	COFFEE BREAK
16:00-16:30	PANEL 1
16:30-17:00	VISIONS AND LIMITATIONS OF THE NEW SILK ROAD
17:00-17:30	Venue: Science Museum amphitheatre (<i>Anfiteatro do Museu da Ciência da Universidade de Coimbra</i>)
17:30-18:00	PANEL 2
18:00-18:30	ECONOMIC AND TRADE ASPECTS
18:30-19:00	Venue: Science Museum amphitheatre (<i>Anfiteatro do Museu da Ciência da Universidade de Coimbra</i>)
19:00-19:30	
19:30	DINNER
	Venue: <i>Clube de Memórias</i> restaurant (<i>Restaurante Clube de Memórias</i>)

Time	Friday, 27 May
09:15-09:30	10TH ANNIVERSARY OF EASTASIANET SPECIAL SESSION
09:30-10:00	Venue: Science Museum amphitheatre (Anfiteatro do Museu da Ciência da Universidade de Coimbra)
10:00-10:30	
10:30-11:00	COFFEE BREAK
11:00-11:30	EMERGING SCHOLARS SESSION
11:30-12:00	Venue: Science Museum amphitheatre (Anfiteatro do Museu da Ciência da Universidade de Coimbra)
12:00-12:30	
12:30-13:00	LUNCH
13:00-13:30	Venue: Science Museum Cafeteria (Cafetaria do Museu da Ciência)
13:30-14:00	
14:00-14:30	BRAINSTORMING SESSION
14:30-15:00	Venue: Science Museum amphitheatre (Anfiteatro do Museu da Ciência da Universidade de Coimbra)
15:00-15:30	
15:30-16:00	PANEL 3
16:00-16:30	TERRITORY AND HUMAN RIGHTS
16:30-17:00	Venue: Science Museum amphitheatre (Anfiteatro do Museu da Ciência da Universidade de Coimbra)
17:00-17:30	Coffee break
17:30-18:00	PANEL 4
18:00-18:30	SILK ROAD RELATIONS
18:30-19:00	Venue: Science Museum amphitheatre (Anfiteatro do Museu da Ciência da Universidade de Coimbra)
19:00-19:30	
19:30	DINNER
	Venue: D. Dinis Cultural Centre (Centro Cultural D. Dinis)

Time	Saturday, 28 May
09:00-09:30	BUSINESS MEETING
09:30-10:00	Venue: TP1 Room - 4th floor of the Faculty of Arts and Humanities of the University of Coimbra (Sala TP1 - 4º piso da Faculdade de Letras da Universidade de Coimbra)
10:00-10:30	
10:30-11:00	
11:00-11:30	
11:30-12:00	
12:00-12:30	
12:30-13:00	LUNCH
13:00-13:30	Venue: Justiça e Paz University Institute (Instituto Universitário Justiça e Paz)
13:30-14:00	
14:00-14:30	
14:30-15:00	
15:00-15:30	
15:30-16:00	
16:00-16:30	
16:30-17:00	
17:00-17:30	
17:30-18:00	
18:00-18:30	
18:30-19:00	
19:00-19:30	
19:30	

Workshop Program

Thursday, 26 May

Venue: Science Museum of the University of Coimbra

12:30-14:00 REGISTRATION

13:00-14:00 SCIENCE MUSEUM VISIT

14:00-15:30

WELCOME CEREMONY

Joaquim Ramos de Carvalho

Vice-Rector of the University of Coimbra

José Pedro Paiva

Dean of the Faculty of Arts and Humanities
of the University of Coimbra

Carmen Amado Mendes

Professor of the School of Economics
of the University of Coimbra

Werner Pascha

University of Duisburg-Essen
Member of the Steering Group, EastAsiaNet

KEYNOTE SPEECH

Ploughing the Seas – The Portuguese and East Asia

Luís Filipe Barreto

President of Macau Scientific and Cultural Centre
University of Lisbon

15:30-16:00 COFFEE BREAK

16:00-17:30 **PANEL 1**

VISIONS AND LIMITATIONS OF THE NEW SILK ROAD

Chair: Carlos Rodrigues

University of Aveiro

Re-Imagining “Asia” and “Europe” along the New Silk Road

Sean Golden

East Asia Studies Research Centre,

Autonomous University of Barcelona

**International Perspectives on the New Silk Road -
Perspectives for EU and New Partnerships**

Fernanda Ilhéu

Lisbon School of Economics and Management

**One Belt, One Road and Sino-European
regional cooperation**

Dominik Mierzejewski

Department of East Asian Studies, University of Lodz

**Borders, Orders, and Visions of Communality:
The New Silk Road as an Ideology**

Patrick Heinrich

Department of Asian and North African Studies,

Ca' Foscari University of Venice

17:30-19:00 **PANEL 2**

ECONOMIC AND TRADE ASPECTS

Chair: Rüdiger Frank

Institute of East Asian Studies, University of Vienna

**New Silk Road – business opportunities
and security challenges**

Olga Lomová

Institute of East Asian Studies, Charles University in Prague

**The political economy of new multilateral development
bank and reserve arrangements in East Asia**

Werner Pascha

Institute of East Asian Studies, University of Duisburg-Essen;

Steering Group, EastAsiaNet

The Effect of the New Silk Road Railways on Trade

Yuan Li

Institute of East Asian Studies, University of Duisburg-Essen

**Accessing OBOR funds: the role of networks and
related research perspectives**

Daniele Brombal

Department of Asian and North African Studies,

Ca' Foscari University of Venice

19:30 **DINNER**

Venue: *Clube de Memórias* restaurant

Friday, 27 May

Venue: Science Museum of the University of Coimbra

**09:15-10:30 10TH ANNIVERSARY OF EASTASIANET
SPECIAL SESSION: TEN YEARS OF EXPERIENCE
AND FUTURE CHALLENGES**

Chair: Werner Pascha

Institute of East Asian Studies, University of Duisburg-Essen;
Steering Group, EastAsiaNet

**EAN, A Decade of Networking:
reflecting on the past, prospects for the future**
Sean Golden

East Asia Studies Research Centre,
Autonomous University of Barcelona

EastAsiaNet´s future: The challenge of network building
Daniele Brombal

Department of Asian and North African Studies,
Ca' Foscari University of Venice

Rüdiger Frank

Institute of East Asian Studies, University of Vienna

Sean Golden

East Asia Studies Research Centre,
Autonomous University of Barcelona

10:30-11:00 COFFEE BREAK

11:00-12:30 EMERGING SCHOLARS' SESSION

Chair: Marie Roesgaard

Institute for Cross-cultural and Regional Studies,
University of Copenhagen

**Japan As “Thought Leader”: Implications of Japanese
Foreign Aid for Human Capital Development in the
Mekong Sub-region**

Marco Zappa

Department of Asian and North African Studies,
Ca' Foscari University of Venice

China & Soft Power: the Silk Road of Ideas

Audrey Dugué-Nevers

School of East Asian Studies, University of Sheffield

Education Diplomacy in the New Silk Road

Garyfallia Ramtsiou Proitsi

University of Coimbra/Aristotle University of Thessaloniki

**Community-based home care service for older people
in China: case studies of two communities in Shanghai**

Wenjing Jin

East Asian Studies/White Rose East Asia Centre,
University of Leeds

12:30-14:00 GROUP PHOTO

LUNCH

Venue: Science Museum Cafeteria

14:00-15:30 BRAINSTORMING SESSION

**Experiences and challenges of cooperating
in joint research projects**

15:30-17:00 PANEL 3

TERRITORY AND HUMAN RIGHTS

Venue: Science Museum amphitheatre

Chair: **Michael Jakobsen**

Copenhagen Business School

Where will all these Chinese go?

**Human capital and international migration under
the New Silk Road regime**

Jan Sykora

Institute of East Asian Studies, Charles University in Prague

The New Silk Road: A Dead End for non-Han Minorities

Gregory Lee

Institute of Transtextual and Transcultural Studies (IETT),

Jean Moulin University Lyon III

**The “Maritime Silk Road’ in Past and Present:
Locating China’s new regional and trans-regional
initiative in the context of modern territorial claims to
the South China Sea**

Edyta Roszko

Department of Cross-Cultural and Regional Studies,

University of Copenhagen

China’s Maritime Silk Road: the view from the South

Roger Greatrex

Centre for East and South-East Asian Studies, Lund

University

17:00-17:30 COFFEE BREAK

17:30-19:00 PANEL 4

SILK ROAD RELATIONS

Chair: **Glenn Hook**

School of East Asian Studies, University of Sheffield;

Steering Group, EastAsiaNet.

**The renewal of the Silk Road during the 19th century –
Lyon, China, Japan**

Béatrice Jaluzot

Lyons Institute of East Asian Studies, University of Lyon

Korea in Silk Road

Eunsook Yang

Centre for East Asian Studies, Autonomous University of

Madrid

**Sino-Pakistani axis of cooperation in China's One Belt,
One Road Strategy**

Jorge Tavares da Silva

ISCIA - Institute of Information and Administration Science,
Aveiro; University of Minho

**The China-Pakistan Economic Corridor:
Lessons for the New Silk Road**

Mario Esteban

Centre for East Asian Studies, Autonomous University of
Madrid

19:30 DINNER

Venue: *D. Dinis* Cultural Centre

Saturday, 28 May

09:00-12:30 BUSINESS MEETING

Venue: Room TP1 - 4th floor of the Faculty of Arts and
Humanities

12:30 LUNCH

Venue: *Justiça e Paz* University Institute

Profiles *and* abstracts

PANEL 1

VISIONS AND LIMITATIONS OF THE NEW SILK ROAD

Thursday, 26th May, 16:00-17:30

Sean Golden

East Asia Studies Research Centre,
Autonomous University of Barcelona

sean.golden@uab.es

Full Professor of East Asian Studies at the Universitat Autònoma de Barcelona (UAB); Senior Research Associate, CIDOB Barcelona Centre for International Affairs; Associate Professor, Barcelona Institute of International Studies (IBEI); PhD staff in East Asian Studies, Università Ca'Foscari Venezia. PhD in Literature, University of Connecticut (USA). Taught at universities in the USA and in China; visiting professor in Hong Kong, China, Venice. Former Dean of the Faculty of Translation & Interpreting (UAB); Director of the Centre for Studies & Research on East Asia (CERAO; UAB); Member of the Advisory Board of the ASEF Higher Education Programme (ASEF); Member of the Executive Board of EastAsiaNet. His research work involves comparative cultural studies, the construction of political discourse in China and the development of a Chinese school of international relations theory. He collaborates regularly with institutions and the media as one of the leading experts on China based in Spain. Co-editor of *Soft Day: A Miscellany of Contemporary Irish Literature* (1980), co-editor and translator of *100 Modern Chinese Poems* (1987), *Gu Cheng: Selected Poems* (1990) *Mala herba de Lu Xun* (1994), *Sunzi. L'Art*

de la guerra (2000, 2007, 2014), *Laozi. Daodejing. El libro del “dao” i del “de”* (2000, 2006), *Lao Tsé. El Libro del Tao* (2012) Author of *China en perspectiva. Análises e interpretaciones* (2012).

Abstract

Re-Imagining “Asia” and “Europe” along the New Silk Road

Brussels continues to look more toward Boston than Beijing. As Frederick John Teggart demonstrated in 1939 in his book *Rome and China: A Study of Correlations in Historical Events*, major developments in the history of the Roman Empire were preceded and provoked by major developments in the history of the Chinese Empire. As China repelled wave after wave of Central Asian tribes attacking the East, these tribes turned West and successively displaced still more tribes closer and closer to Europe. The Xiongnu led to the Huns. Yet “European” history still ignores the implications of Teggart’s study and continues to take Europe to be the country in the middle of it all. This Eurocentrism affects countries that span Eurasia, like Russia, and countries that clearly belong to Central or even South Asia, like Iran. The Shanghai Cooperation Organisation and the One Belt, One Road initiative will eventually have as great an impact on Europe’s future as developments in the Chinese Empire had on Europe’s past. What obsolete paradigms prevent analysts and planners from detecting or recognising the consequences of China’s mid-to-long term Eurasian development strategy? And what new paradigms might open their minds? What tools do we need to assess the New Silk Road strategy?

Fernanda Ilhéu

Lisbon School of Economics and Management

fernandailheu@iseg.ulisboa.pt

Professor of International Marketing, Marketing and Management and Economy of Asia-Pacific at Lisbon’s School of Economics and Management (ISEG). She is also coordinates the ChinaLogus – Business Knowledge & Relationship with China, a research and consultancy Centre in CEGE/SEG and is a researcher on CE&A.

She is graduated in Economy by ISCEF (now ISEG), post-graduated in Export Marketing by the Cambridge Institute de Massachusetts, got a master degree in Strategic Management by ISCTE and a European PhD in Management and Marketing by Seville University in Spain.

She lived in Macau for 18 years, executing roles of great responsibility in both the private and public sectors; in addition to her lectureship at the University of Macau. With vast experience in international business and commerce, she was Secretary-General of the Portuguese-Chinese Chamber of Commerce, and Vice-President of the EU-China Business Association, from May 1998 to May 2009.

Abstract

International Perspectives on the New Silk Road - Perspectives for EU and New Partnerships

China has already given a fundamental contribution to present globalization process and have also highly benefited from it; by being the final stage of the production networks in Asia. This process in China was the result of a survival

economic strategy that saw in the attraction of Foreign Direct Investment in intensive low cost workmanship oriented to exports a fundamental condition to overpass its millenary delay. This strategy accepted that the add value that remain in China, although very small was very important to give jobs to millions of Chinese and take them out of the absolute poverty line where they were in 1978 when Deng Xiao Ping launch the 4 Modernizations and the Open Door Policies. Other policies equally important like the Grasp the Big Let Go the Small, the Socialist Market Economy, the Go West and the Go Global that were token during the first 30 years of the China Economic Reform which transformed Chinese economy in the second world biggest one. This first globalization stage had its big push in 2001 when China joined the WTO we can say that a new world economic order had begun in that date, placing China in the center of the world.

Now China feels that by being the 2nd World Economy has the moral obligation to actively contribute to a new conceptual model of world economic development since China and the World are interdependent and in China vision, this more integrated and globally controlled world economy model, where she must have global responsibilities, should abide by the Confucian ideal of Harmony no Uniformity respecting a political consensus with moral content on how different ethnic groups and different states can coexist and cooperate peacefully in a global project, keeping up with the Chinese Dream of a Harmonious World and a Harmonious Society.

To enhance this new stage of globalization China launched

a very ambitious initiative under the name of 21st-Century Maritime Silk Road and Silk Road Economic Belt and was announced by Chinese President in 2013. According with the Vision and Actions in Jointly Building Silk Road Economic Belt and 21st Century Maritime Silk Road issued in March 2015, by National Development and Reform Commission and the Ministry of Commerce of PRC *“The initiative will enable China to further expand and deepen its opening-up, and to strengthen its mutually beneficial cooperation with countries in Asia, Europe and Africa and the rest of the world”*. Investment and trade cooperation is a major task in implementing this project and the removal of investment and trade barriers and the opening up of free trade areas are targets to unleash the potential for expanded cooperation.

The research questions to be developed are:

What are the Economic Cooperation objectives of the New Silk Road?

What are the Perspectives for the development of Investment and trade with EU?

Which future partnerships can be expected?

Dominik Mierzejewski

Department of East Asian Studies, University of Lodz

dmierzejewski@uni.lodz.pl

Ph.D., professor at the DEAS, chair of the Center for Asian Affairs (university based think-tank), studies at the Shanghai International Studies University (1999-2000, 2003-2004), internship in the Heritage Foundation (2003), Jan Karski scholarship by the American Center of Polish Culture

(2003), visiting professor in the Chinese Academy of Social Science granted by the Polish Foundation for Science (2010–2011), member of: Association for Asian Studies, European International Studies Association, European Association for Chinese Studies (board member) and vice editor in chief of “Azja-Pacyfik” (yearbook) and “Journal of Contemporary Eastern Asia” (Austria/South Korea). His research focuses on China’s political development, rhetoric of Chinese foreign policy and leadership transition in the Communist Party of China. He publishes one monograph, and dozens of articles published e.g. in Singapore, United Kingdom and the United States.

Contact at dmierzejewski@uni.lodz.pl

Abstract

One Belt, One Road and Sino-European regional cooperation.

“One Belt, One Road” proposal became an important issue of today’s discussions. In September 2013, during his speech at Kazakhstan Nazarbayev University, President Xi Jinping proposed establishing a Silk Road Economic Belt. Thus, by reviving the Silk Road diplomacy from China to Europe, a new light was brought upon China’s activities in Central Europe. The paper discusses the major Chinese aims to build closer relations with Europe via the “Europe-Asia Bridge.” Needless to say, the problem is multidimensional and quite complex. The main point discussed within the paper is about changing the structure of China’s economy and the quick growth in Western

China. By building the proper connections with Europe via the Eurasia continent, the central government can assure the future of an export-led economy and by this means secure the economic growth of China. From this perspective the paper discusses the new concepts of China’s economic development: economic regions e.g. Yangzi River Economic Belt. The second discussed point refers to the competitions between local governments within the Silk Road Economic Belt, namely between Chengdu and Chongqing. This problem is visible when it comes to the Chongqing–Duisburg and Chengdu–Lodz railways. In this context the paper touches the cross-regional cooperation and paradiplomacy new dynamics.

Patrick Heinrich

Department of Asian and North African Studies,
Ca’ Foscari University of Venice
patrick.heinrich@unive.it

Patrick Heinrich is Associate Professor of Japanese Language and Society at the Department of Asian and North African Studies at Ca’ Foscari University of Venice. Before joining Ca’ Foscari University, he taught in Japan (Dokkyo University) and in Germany (Duisburg–Essen University) for many years. He earned a Ph.D. in Japanese Studies from Duisburg University in 2002, and a post-doc degree (Habilitation) from the same university in 2005. He has edited a number of books in English and in Japanese: *The Handbook of the Ryukyuan Languages* (Mouton de Gruyter 2015), *Globalising Sociolinguistics* (Routledge, 2015) *Language Crisis in the Ryukyus* (Cambridge Scholars Publishing, 2014); *Ry-ky-shogo no hoji o*

mezashite [In Pursuit of Ryukyuan Language Maintenance] (CoCo Shuppan, 2014); *Language Life in Japan* (Routledge, 2011); *Higashi ajia ni okeru gengo fukk* [Language Revitalization in East Asia] (Sangensha, 2010); and *Japanese as Foreign Language in the Age of Globalization* (Iudicium, 2008). He has written *The Making of Monolingual Japan* (Multilingual Matters, 2012) and *Die Rezeption der westlichen in Linguistik im Modernen Japan* [The Reception of Western Linguistics in Modern Japan] (Iudicium, 2002). He is currently working on world cities as communication systems.

Abstract

Borders, Orders, and Visions of Communality: The New Silk Road as an Ideology

“Inclusive communality” would be a contradiction in terms. Communality requires borders. Borders are essential for the imposition and maintenance of orders. Creating a sense of communality requires, therefore, a dialectical process of ‘selfing and othering.’ Each attempt of invoking a sense of communality entails a process of exclusion, i.e., a denial of group membership. Communality, in a word, requires foregrounding specific concordances and downplaying specific distinctions. In this sense, the New Silk Road is an ideological discourse. This presentation studies ideologies of borders and of communalities as they manifest in key documents and speeches about the New Silk Road.

Borders are artifacts and this in turn implies that they are open to change and manipulation. Before modernity, polities were confined by *frontiers*. The further one moved

from the center of power towards the marchland, the more “different” would encounters become. Nation building implied the replacement of frontiers by borders. The familiar (“the nation”) became projected within the borders of the nation-state, and the unfamiliar was projected beyond it. Borders in the modern world served important functions. They secured, for example, territorial claims, they were key to defining nations and, in so doing, in mobilizing them for the interests of the state. Borders also served the function to collect taxes and tariffs. Today, however, borders are often also seen to present obstacles of various sorts.

Modernist border ideology is weakening today for a number of reasons, individualization, economic globalization, migration and emancipation movements are key factors in this process. Yet, borders will not go away, and any new border ideology will have to draw on modernist concepts. So does the New Silk Road ideology in stressing, for example, the idea of unity and discreteness (*one belt one road*). At the same time, it invokes ideas about pre-modern world systems in stressing roads and the sea as a connection (*one belt one road*). Just as in any other set of ideas, border ideology underlying the New Silk Road maintains the interests of some actors and discards those of others. In that sense, the New Silk Road looks rather familiar, and this might turn out to be a crucial factor towards its realization.

PANEL 2 ECONOMIC AND TRADE ASPECTS

Thursday, 26th May, 17:30-19:00

Olga Lomová

Institute of East Asian Studies, Charles University in Prague

Olga.Lomova@ff.cuni.cz

Teaches history of Chinese literature with special focus on poetry (pre-modern, modern), and ideology of the People's Republic of China. Her research includes Chinese historiography and its transformation in modern era. Currently she heads a collaborative project on the intellectual transformation in early 20th century China examined from the perspective of the idea of science and its appropriation (title: "Deconstruction and construction of national traditions and science in China"). Within this project she has just finished a book on Wang Guowei's aesthetics (in Czech). She has also joint a large international project "Epistemology of China Studies" (headed by Professor Shih Chih-yu ... from National Taiwan University) and together with her student Anna Zádrapa published two English language articles on the beginnings of Czech Sinology in wider culture and political context. She also publishes comments on Chinese politics in Czech and regional media. Her favourite occupation is translation of Chinese literature and she has published several books ranging from Sima Qian's *Shiji* ..., early medieval poetry and prose, late Qing *wuxia xiaoshuo* ..., and PRC post-Cultural revolution unofficial literature.

Since 2001 Olga Lomová is director of the CCKF International

Sinological Center at Charles University. Currently she also serves as the director of the Institute of East Asian Studies at the same institution.

Abstract

New Silk Road – business opportunities and security challenges

The paper will present a case study of CEFC, a Shanghai company most actively involved in the One Belt One Road initiative in the Czech Republic. After providing the basic data on the CEFC and its presence in Czech Republic, including the role of the "chairman" of the company Ye Jianming as advisor to Czech President Zeman, it will analyze the public presentation of the company in Chinese and western media. On this basis questions of links between economy and politics will be raised, and issues of national security discussed.

Werner Pascha

Institute of East Asian Studies, University of Duisburg-Essen; Steering Group, EastAsiaNet

werner.pascha@uni-due.de

Chair Professor of East Asian Economic Studies/Japan and Korea at the University of Duisburg-Essen, affiliated to the Mercator School of Management and to the (university-level) Institute of East Asian Studies (IN-EAST). He is the Director of IN-EAST. He has studied economics at Freiburg University in Germany and at Nagoya University, Japan; receiving his doctoral degree in 1986 and an advanced doctoral degree (*Habilitation*) in 1991. Over the years, he has been invited to several other institutes and universities, including

Kyoto University (Japan Foundation Fellowship, 1996), Korea Institute for International Economic Policy (KIEP Scholarship, 2007), Doshisha University (JSPS Fellowship, 2011) and Busan National University in South Korea (2013). Among other functions, he serves in the steering group of EastAsiaNet, the European Research School Network of Contemporary East Asian Studies, and he is the Vice President of the Japanese-German Centre Berlin (JDZB). His research interests include the political economy of institutional change in Japan and Korea, and international economic relations of the region.

Abstract

The political economy of new multilateral development bank and reserve arrangements in East Asia

China in particular has come up with a number of multilateral proposals recently to strengthen the institutional foundation of cooperation in the East Asian region and beyond. These include the Asian Infrastructure Investment Bank, the New Development Bank BRICS and the BRICS Contingent Reserve Arrangement. While not directly part of the New Silkroad Project, they allow insights into how concrete multilateral economic cooperation along and beyond the Silk Road Belt and Maritime Silkroad could evolve. The presentation looks at the political and economic rationale of such mechanisms and into its organization principles, trying to derive expectations about its functionality. The analysis will take earlier mechanisms like the Asian Development Bank and the European Bank for Reconstruction and

Development as well as failed attempts like the Northeast Asian Development Bank into consideration.

Yuan Li

Institute of East Asian Studies, University of Duisburg-Essen
yuan.li@uni.due.de

Yuan Li is currently President Elect of the Chinese Economic Association (Europe/UK). He is also Acting Professor (W2) and Representative Chair for East Asian Business and Economic Studies at IN-EAST and Mercator School of Management at the University of Duisburg-Essen. He studied economics and modern Chinese economy in Catholic University of Milan and University of California, San Diego, was Postdoctoral fellow in University of Duisburg-Essen, and was Assistant Professor in Stockholm School of Economics. His publications appear on leading international journals such as the *Economics of Transition*, *Journal of Institutional and Theoretical Economics*, *European Journal of Political Economy*, *Journal of Chinese Economics and Business Studies* etc. His Ph.D. dissertation was awarded the Best Ph.D. Dissertation by the International Society for New Institutional Economics (ISNIE). He has been awarded the honorable academic title of “Zijin” scholar by Nanjing University of Science and Technology.

Abstract

The Effect of the New Silk Road Railways on Trade

“One Belt One Road” is an extensive and complex initiative whose total effect and influence are still currently unclear and pending for answers. This research addresses the

following research question: What is the effect of the OBOR intercontinental railways on the trade between China and its trading partners in Central Asia and Europe? We focus on nine railway lines connecting Europe and China, which started operations between 2011 and 2014. We compare the trade patterns of the countries with railway connections to China to the countries without railway connections to China. We find OBOR intercontinental railways have a positive effect on China's exports to its trading partners in Central Asia and Europe, especially the export of manufactured goods, machinery and transport equipment, and miscellaneous manufactured articles. Moreover, the OBOR intercontinental railways do not have any significant effect on China's imports from its trading partners, except for the import of food and live animals.

Daniele Brombal

Department of Asian and North African Studies,
Ca' Foscari University of Venice
daniele.brombal@unive.it

Assistant Professor at the Department of Asian and North African Studies, Ca' Foscari University of Venice. His research focuses on China's State-society relations and decision-making processes in the fields of environmental protection and public health. Between 2007 and 2010, he was Research Consultant and Programme Officer at the Embassy of Italy Beijing. He was 2009 Fellow of the United Nations Department for Economic and Social Affairs (UN/DESA). Between 2012 and 2015, he took part in the EU FP-7 Marie Curie IRSES programmes "Evaluating Policies for Sustainable Energy Investments" (EPSEI) and "Global Partners in

Contaminated Land Management" (GLOCOM), being hosted as IRSES Fellow by the Chinese Research Academy of Environmental Sciences (CRAES). He is Research Associate of T.wai (Torino World Affairs Institute), a think-tank devoted to policy oriented research in the field of global politics. Daniele holds a PhD in Languages, Cultures and Societies (University of Venice, 2012). His works are published on Land Use Policy, Journal of Cleaner Production, Health Research Policy and Systems, International Journal for Equity in Health.

Abstract

Accessing OBOR funds: the role of networks and related research perspectives.

The possibility to access funding provided by Asian Infrastructure Investment Bank (AIIB) and the New Silk Road Fund (NSRF) under the OBOR initiative is attracting increasing attention in Europe, both among policy makers, the business community, and in academia. Although general principles have been laid down with reference to funding mechanisms of AIIB and NSRF, there remains a considerable degree of uncertainty around procedures to access funds earmarked for the OBOR initiative. Against this background, different players are deploying networking resources in order to create strategic synergies in the competing run for OBOR resources. This presentation argues that such competition can be viewed in terms of access to key nodes of the network of institutions and individuals involved in various ways in the OBOR initiative. It also outlines possible research approaches to be applied to the study of such networks, analyzing their function in driving the development of OBOR initiatives.

EMERGING SCHOLARS' SESSION

Friday, 27th May, 11:00-12:30

Marco Zappa

Department of Asian and North African Studies,
Ca' Foscari University of Venice
marco.zappa@unive.it

Marco Zappa was born in Turin, where he pursued his BA in Languages and Cultures of Asia and Africa, focusing on Japanese language and literature. In 2009, he moved to Venice where he received his MA in Japanese language and Economic and Legal Institutions of East Asia. In 2013, he entered the PhD programme in Asian Studies in the same university under a joint supervision scheme with Humboldt Universität zu Berlin, Institute for Asian and African Studies. In 2015, he spent seven months in Japan for research at Sophia University in Tokyo. He has lived extensively in East Asia, mostly in Japan (2010-11 and 2015) and China (2012). Since 2012, he has been reporting on East Asian affairs for Italian newspapers and online media outlets as a freelancer. He has also worked as teacher of Italian as a foreign language in Italy and abroad.

Abstract

Japan As “Thought Leader”: Implications of Japanese Foreign Aid for Human Capital Development in the Mekong Sub-region

As former Foreign Minister As- Tar- argued in 2005, Japan needs to become a “Thought Leader” in Asia. Non-physical and non-infrastructureal grant aid Japan might be seen as

a useful tool toward this aim. A study of the “Japanese Grant Aid for Human Development Scholarship” (JDS) might shed a light on Japan’s endeavour towards capacity development in East Asia.

This programme, started in 2000, offers training for young state officials and future leaders from developing countries in Central, South and Southeast Asia, and Africa, in Southeast Asia, in public and private universities in Japan. Countries like Myanmar, Vietnam, Cambodia and Laos supply between thirty and forty students every year to the programme. Through negotiations at ministerial and diplomatic level, Japan and the recipient countries establish certain “areas of intervention”. These include law, economics and public administration.

In view of this, my thesis will answer the following research question: *why since 2000 has Japan been involved in knowledge-based aid?*

In order to answer this question effectively, it is necessary to look at the issue from a *multi-level* perspective. The main hypothesis of this research is that, due to changing conditions in regional arrangements in the late 1990’s, an interplay of supra-national and national interests has shaped Japanese knowledge-based aid’s objectives since 2000. Instead of looking at development as a single *discursive* apparatus, this research looks at how different discourses – or to say it with Mannheim (1986), “styles of thought” – interact between donor/recipient, donor/other donors and even among different donor’s agencies.

Since the mid-1980’s Japan has been one of the world’s biggest aid donors. In the 1990s, Japanese administrators

started facing severe fiscal restraints but were able to maintain Japan at the top of the ranking in aid disbursement. After an ODA-related scandal erupted in 2001, administrators had to reduce the amount of ODA and to spend great effort to justify new aid initiatives in the eyes of the taxpayers. For policymakers in Tokyo aid must comply with the general national interest (*kokueki*). Scholars and aid practitioners are instead more in line with international institutions as OECD, UNDP and World Bank. They argue that Japan has to reassert its leadership in the field of international aid, becoming a “smart donor”. As one of the most industrialised countries in the world, in fact, Japan might export its know-how in compliance to the needs of the recipient countries. Developing countries in Southeast Asia, like Vietnam, on the other hand, appreciate Japan’s “aid philosophy”, and request Japanese assistance in areas such as legal, tax and educational reform to make a successful transition to a more developed market economy. For both donor and recipient(s) it is also a way to counterbalance China’s assertiveness. Therefore, knowledge-based aid projects like the JDS, might be of help for Japan in attaining *kokueki* in the long run. At the same time, the degree of *ownership* for the recipient country is higher.

Audrey Dugué-Nevers

School of East Asian Studies, University of Sheffield
aaldugue-nevers1@sheffield.ac.uk

Audrey Dugué-Nevers is a doctoral researcher in Politics and International Studies at the School of East Asian Studies (SEAS), University of Sheffield. Her current research focuses

on China and soft power, particularly on how this American public diplomacy tool is wielded in a different political and cultural context, to alter a state’s image and enhance international cooperation. She obtained her MSc in East Asia & the Global Economy at the University of Bristol, and her MA in Chinese Studies at Inalco in Paris. Her research interests encompass political economy, international development, culture, and China in the new global order.

Abstract

China & Soft Power: the Silk Road of Ideas

This paper provides a theoretical approach on how the shifting global order is shaping international relations and how China is wielding soft power to alter its image, from a “threat” or “the manufacture of the world” towards a “peaceful rise”. The 21st century is a multi-polar world where economies are intertwined, creating a balance of powers. China’s recent economic growth, spanning three decades in a globalised economy, illustrates that China has become a regional leader and a prominent actor in international affairs. States have an influence on others, and are influenced by others, as a result of the circulation of goods, ideas and culture.

In response to the call for papers on East Asia and the new Silk Road, my contribution will assess the impacts of globalisation on foreign policy and economic power, and examine how states are striving to attenuate them. Coined by Joseph S. Nye in the 1990’s, soft power involves attraction to culture, policy and values. This American Foreign Policy concept has travelled to East Asia, and is now meshed in a different context. It specifically focuses on how China is expanding its cultural

and diplomatic influence worldwide, and managing strategic communication to disseminate its soft power to enhance and facilitate international relations.

From a theoretical perspective, power in global affairs is “relational power” (Nye, 2011). The world order crudely lies embedded in a set of norms, institutions, and coercive power. This refers to liberalism and to a constructivist approach. A realist approach emphasises the sources of power as a rationale for competition and rivalry. A liberal view focuses on the institutional aspect through multilateralism and membership to international organisations. Constructivists analyse ideas, norms, and identities. China’s rise and power is illustrated by its regional and global integration in international organisation, its position as the second world’s largest economy. States are now competing for a better image and shared values to attract and influence others.

In terms of ideas and concepts, the Silk Road symbolises an exchange of goods, cultural artefacts and religions between nations, empires and civilisations. Indeed, art, silk, Buddhism, or Christianity have travelled and merged into new contexts. Originally, the Silk Road depicts trade routes, which started under the Han Dynasty (207 BCE – 220 CE) and lasted until the Yuan Dynasty (1279-1368 CE). Over the centuries, international business led to the creation of a network of trade paths on the Asian continent between the East and the West, from China to the African continent and the European one. My paper aims to tie this ancient network to the current global economy and the circulation of ideas between the West and the Far East, such as the concept of soft power and its new narratives, from the USA to East Asia through Europe.

Garyfallia Ramtsiou Proitsi

Aristotle University of Thessaloniki

g.ramtsiou@gmail.com

Garyfallia Ramtsiou holds a BA (Hons) in Language Studies from the University of Essex, an MA in Global Media from the University of Westminster and an M2 in Comparative Cultural Studies from Jean Moulin University Lyon III. She has teaching and executive management experience in the field of education, lifelong learning background from over 15 countries and has represented Greece in various international fora. Currently, Garyfallia is a PhD candidate at the Aristotle University and works for the European Institutions in Brussels.

Research focus: EU-China relations | Research interests: education policy, public diplomacy, foreign policy, soft-power, nation-branding

Abstract

Education Diplomacy in the New Silk Road

From the Silk Road of Han and Tang dynasties to Xi’s “New Silk Road” initiative, the idea of the past trade route comes back into force as a grand vision of the new “Chinese dream” that will turn the country into a global geopolitical actor. Also known as the “One Belt, One Road” or “Belt and Road” initiative, the New Silk Road is considered to be one of the largest programmes of economic diplomacy as it involves over sixty countries that connect China and Europe through the new land and maritime routes.

In particular, the land based route stretches from Central

Asia to Middle East and Europe while the maritime route crosses the Indian Ocean to reach Africa and continues through the Red Sea into the Mediterranean. In terms of connection points, the strategy behind the initiative is not only to link China with three continents but to create an “internal-purpose belt” as well by developing provinces of critical interest for national politics.

But how far do the expansive goals of the Silk Road reach and what is the public diplomacy plan along this vision? By using soft power to strengthen its influence in the region, China is applying education diplomacy along other tactics. Besides the main pillars of Beijing’s strategy with student scholarships and the Confucius Centres, the “Universities Alliance of the New Silk Road” (UANSR) was established in May 2015 to compliment the Silk Road project. As part of the greater New Silk Road initiative, the Alliance is led by Xi’an Jiaotong University and includes nearly 100 universities from 22 countries aiming to promote research and collaboration in higher education. All in all, the paper will examine the current state of play of education diplomacy in the countries where the land and maritime routes cross through and review soft power activity of the PRC in parallel with the infrastructural implementation of the “New Silk Road”.

Wenjing Jin

East Asian Studies/White Rose East Asia Centre,
University of Leeds
mlwj@leeds.ac.uk

BA at Henan University, MA at Fudan University, China, is a second year PhD student at East Asian Studies/White Rose East Asia Centre, University of Leeds, UK, with the support of University of Leeds & China Scholarship Council Jointed Scholarships. Her research is on long term care for the older people, especially on homecare services. She is interested in how homecare fits into the wider long term care context in China, how actors impact the provision of homecare and what the differences are among different countries in terms of long term care.

Abstract

Community-based home care service for older people in China: case studies of two communities in Shanghai

As the function of family care faded, home care and residential care become more and more important. Considering the high cost of residential care, home care has been regarded as the main form of long term care in the future. While, home care is still at an early stage in contemporary China, which faces up with various problems. By utilizing an actor-oriented perspective and based on the data of fieldwork, this paper wants to probe social interaction and interrelationships among different actors in home care, and further to identify the dominated force toward providing sufficient and high-quality home care service for the old people. How the behaviors of different actors impact the provision of homecare is of primary interest in this research.

PANEL 3 TERRITORY AND HUMAN RIGHTS

Friday, 27th May, 15:30-17:00

Jan Sykora

Institute of East Asian Studies, Charles University in Prague
sykoraj@gmail.com

Associate Professor, the Head of the Japanese Studies and the Deputy-Director of the Institute of East Asian Studies (Charles University in Prague). Being educated both in Asian studies (Ph.D., Charles University) and economics (M.A., Saga University, Japan), he majored in Japanese economic history with a special focus on economic thought in early modern and modern Japan. He worked as a Visiting Associated Professor at *Nichibunken* in Kyoto (1997-98) and a Visiting Research Fellow at Seinan Gakuin University (2000-01) and Osaka University (2005-06). His field of studies covers social-economic and intellectual history of early modern and modern Japan, and current issues of the contemporary Japanese society. He often lectures at the universities in Europe (Oxford Books University, Universität Heidelberg, Ruhr Universität Bochum, Vilnius University, Lund University) and in Japan (Osaka University, Kansai University, Seinan Gakuin University, *Nichibunken*).

He participates in the international project *Japanese Economic Thought: Time and Place* (Chief coordinator: Prof. Hiroshi Kawaguchi, Waseda University) and heads the research project *Translation and Interpretation of Watsuji Tetsuro's Fudo in Context of Japanese Thought in 20th Century*. He currently aims his academic interest on the process of making consumer society in modern (particularly inter-war) Japan.

Abstract

Where will all these Chinese go? – Human capital and international migration under the New Silk Road regime

The One Belt, One Road (so-called New Silk Road network) initiative proposed by the Chinese representatives in October 2013 supposes to enhance the connectivity in five main domains - trade, capital, investment, infrastructure and people. While political and economic aspects (both merits and demerits) of the initiative are intensively discussed all over the world, the social consequences of the huge migration of people caused by this ambitious project have still not received such attention it deserved. The main target of the paper is to analyze a set of demographic phenomena and migration processes inevitable related to the capital human formation in the new One Belt, One Road zone. How will the “demographic giant” who has stepped out its borders affect the neighboring countries? What are the prospects of the Chinese migration? What kind of problems, including brain drain and brain gain, may the huge movement of labor force provoke? How do the citizens of the neighboring countries view the Chinese presence? The paper will summarize the existing methodological approaches and provide some analytical instruments.

Gregory Lee

Institute of Transtextual and Transcultural Studies (IETT),
Jean Moulin University Lyon III
gregorybarrylee@gmail.com

Gregory Lee is Professor of Chinese and Transcultural Studies at the University of Lyon, and Director of the IETT, France's institute for transtextual and transcultural studies. His latest

book is *China's Lost Decade: Cultural Politics and Poetics 1978-1990*. He is currently working on a multi-volume critical history of the PRC's cultural practices and their conditions of production and consumption in the context of four decades of social, political and economic evolution, 1976-2016. This research considers change and stasis in the condition of cultural production and reception in the context of the "long moment" of constituting "modern" China, a process started in the nineteenth century and which has yet to be concluded.

Abstract

The New Silk Road: A Dead End for non-Han Minorities

The Silk Road in the Western imaginary represents a romantic mingling of cultures coupled with gentle fair trade conducted by Europeans, Central Asians, and Chinese. If the historical reality differed considerably from this picture of inter-ethnic tolerance and free exchange, how much more so the social and political reality of those spaces which the Chinese state's new Silk Road(s) traverse. In this paper I shall focus in particular on the Chinese state's lack of concern, or worse, with the peoples of Xinjiang through whose historical lands the principal artery of the new land Silk Route passes. In economic terms the non-Han peoples of Xinjiang have profited little from the state's industrial development of the territory, whilst the very architectural fabric that the European tourist associates with "Turkestan" and Central Asia has been crushed by Chinese bulldozers. All this is happening at a time when Western powers (the UK, France, Australia) are prepared

to deprioritize human rights in their quest for greater trade opportunities with China, and at a moment when the spectre of Islamist terrorism has effectively left China's authorities untrammelled in their suppression of dissent in Xinjiang.

Edyta Roszko

Department of Cross-Cultural and Regional Studies,
University of Copenhagen
rxk841@hum.ku.dk

Post-doctoral Researcher at the Department of Cross-Cultural and Regional Studies of the University of Copenhagen and a Marie Curie Research Fellow at the School of Government and International Affairs of Durham University. Edyta spent several years researching in Vietnam and Taiwan and, more recently, in China. Her doctoral thesis focuses on coastal communities in Central Vietnam and the multi-faceted contestation over the religious landscape in the context of changes in the ecology, the economy and in politics. Recently Edyta has been pursuing her interest in fishermen's perceptions and actions in relation to territory in the context of the South China Sea by working on the European Commission and the Danish Research Council's funded projects that aim to build a more informed approach to territoriality and local communities attempt to protect their environmental foundation of their livelihoods. She has conducted a long-term ethnographic fieldwork on fisheries and cross-border fish trade in coastal frontier areas between Vietnam and China and the legal and customary procedures simultaneously facilitating and constraining the management of marine spaces and resources against

the backdrop of the South China Sea conflict. In contrast to those studies, which are concerned with the security of state borders, she focuses on the livelihood and ecological security of the people at the state's margins whose livelihoods depend on degrading environmental resources. Her ongoing projects explore ways in which various actors make their legal claims to fishing grounds and trade marine commodities—even at times of territorial dispute. Edyta has been published in *Journal of Social Issues in Southeast Asia* (2010); *East Asia: An International Quarterly* (2012) and *Nations and Nationalism* (2015).

Abstract

The “Maritime Silk Road” in Past and Present: Locating China’s new regional and trans-regional initiative in the context of modern territorial claims to the South China Sea

The increasing global competition between China, India, the United States and European countries over resources in Africa, Australia, Latin America, the Middle East and Asia has increasingly been a focus of public debate and political contestation. Particularly, the global impact of China’s economic growth and its expanding cultural, political and military influence in various regions to secure the supply of natural resources give rise to speculations over the global and local consequences of this competition.

One location where the competition for resources has erupted in conflict and where we can already see some local consequences is the South China Sea—one of the world’s most productive fishing grounds accounting for one-tenth

of the global fisheries catch. The sovereignty over this maritime region and its resources is currently hotly contested between China and a number of ASEAN member states, in particular Vietnam. The overlapping exclusive economic zone’s claims and the lack of agreed limits of maritime jurisdiction and effective fisheries management by those countries leads to uncontrolled and illegal expansion of fishing fleets and the exploitation of territories and resources that had been considered community assets. This process is accompanied by simultaneous enforcement of domestic laws that formalize conflicting claims in those waters and instrumentalize fishermen (Roszko 2015). Consequently, the territorialization and securitization of the South China Sea results in fierce clashes between different fishing fleets and turns fishermen into active agents of their respective governments and the vanguards of national sovereignty (Roszko 2015; Roszko 2016).

However, this enclosure of the marine commons and the depletion of South China Sea waters fish stocks proceed hand in hand with the new regional and trans-regional initiatives such as the 21st Century Maritime Silk Road that plays a vital role in securing China’s position and interest in the South China Sea region. Through centuries the South China Sea has been a zone of connection as much as a zone of separation. Historically, the sea connected China with mainland Southeast Asia, the Malay World and further regions through trade and religious, knowledge and ethnic networks (Reid 1993). Maritime Silk Road conditioned the rise and fall of political entities – states and empires – in

Southeast Asia. In the contemporary post-Cold War period this Maritime Silk Road has resurfaced as one of the axes of neoliberal trade but this, I argue, is compounded by modern territorial claims to the seas themselves.

Roger Greatrex

Centre for East and South-East Asian Studies, Lund University
Roger.greatrex@ace.lu.se

Roger Greatrex was appointed professor in Chinese Studies at Lund University in 2000. He took his doctorate in Sinology at Stockholm University in 1987 and taught thereafter for several years at Lund University. In 1996 he was appointed to be the European Director for the European Union-China Higher Education Cooperation Programme and was stationed in Peking for five years. When the programme reached its completion, he was appointed in 2002 to be Director of the Centre for East and South-East Asian Studies at Lund University, the position that he currently holds. His research interests encompass contemporary and pre-modern topics. In the field of contemporary Chinese studies, he focuses on IPR-related issues, and specifically on trademark law. In his pre-modern studies, Roger Greatrex works on the history of Chinese administrative and criminal law, particularly in the Song, Ming and Qing dynasties, as well as on Sino-Tibetan relations and the historical development of travel in China. He was published on a wide range of topics, including gambling legislation in the Song dynasty, the Jinchuan War, and the introduction of steamship technology to China and Japan in the mid-nineteenth century, and serves on several

editorial boards, as well as editing the series *Working Papers in Contemporary Asian Studies* at Lund University.

Abstract

China's Maritime Silk Road: the view from the South

Whereas the historical Silk Road ran overland from Xi'an through central Asia to Constantinople, the new Silk Road Economic Belt and 21st Century Maritime Silk Road (MSR) announced by President Xi Jinping in 2013 involves a significant increase in the Chinese presence in the Indian Ocean. Indian responses to the MSR and the implications for the change in the regional strategic balance have brought about a new phase in Sino-Indian relations. The MSR was declared to a focus for China's diplomacy in 2015, and it has emerged as a key component in China's macroeconomic policy. For example, Chinese investment in Sri Lanka, where China has already built the Hambantota port, has already surpassed five billion dollars, and China is also heavily committed to the redevelopment of the Arabian Sea port of Gwadar in Pakistan and the proposed China-Pakistan corridor leading to it. Indeed China's overall investments in Pakistan are considerable and include, among other undertakings, the 1.65 billion dollar Karot hydropower dam. Given the hostility between India and Pakistan, and the on-going border tensions between China and India regarding their Himalayan border, arising from China's opposition to accepting the watershed principle, and thus the McMahon Line, for its border with India (a principle accepted by China in 1960 for

its border with Myanmar-Burma), it is understandable that India is adopting a cautious, critical and defensive stance to China's increasing activity in the region.

This paper examines recent developments in the responses to China's ambitious strategy, and questions whether China will be able now to achieve its goals without unexpected concessions, particularly when it interacts with democratically elected governments. While the investments in Sri Lanka occurred during the mandate of the pro-China president Mahindra Rajapaksa, who failed in his presidential re-election campaign, the incumbent democratically-oriented president Maithipala Sirisena ordered that several Chinese projects be placed on hold and set about reviving stagnating relations with India and America. The Indian press notes, not without a degree of satisfaction, that while China's land reclamation in the South China Sea has attracted worldwide attention, an artificial island that China began building off Colombo scarcely drew comment. When Sirisena suspended the 1.4 billion dollar construction project for this island – half of which was to be owned by the state-owned China Communications Constructions Company – China dispatched a special envoy, Liu Zhenmin, to seek assurances regarding the project, but without obtaining any clear results. This new tepid diplomatic climate is in line with Indian unwillingness to support China actively in building the Silk Road Economic Belt, and suggests the possibility of unpredicted setbacks to China's expansion southwards.

PANEL 4 **SILK ROAD RELATIONS**

Friday, 27th May, 17:30-19:00

Béatrice Jaluzot

Lyons Institute of East Asian Studies, University of Lyon
beatrice.jaluzot@ens-lyon.fr

Assistant professor in private law at Lyon's Institute for Political Studies (Sciences-po Lyon), Deputy director of the Institute for East Asian Studies (Institut d'Asie Orientale de Lyon). Director of the Asian Business Program at Sciences-po Lyon. My field of research is Japanese and comparative private law, especially on contemporary legal history and private law reform. Recent articles and books: *Sphère privée et culture: la conception de la sphère privée en France*, in: B. Fauvarque-Cosson (dir.), *Concevoir la sphère privée, Journées franco-japonaises de la Société de législation comparée*, 2016, pp. 61-72; *Les origines du code civil japonais*, *ZJapanR* n° 40 (2015), pp. 121-146; *Le rôle des juristes japonais dans la fondation de la Maison franco-japonaise*, *Ebisu* [En ligne], 51 | 2014, mis en ligne le 11 novembre 2014, consulté le 08 décembre 2014.

URL: <http://ebisu.revues.org/1365>; *Droit japonais, droit français, quel dialogue?* [Japanese Law, French Law, what about the Dialog ?] (Ed. Schulthess, 2014). I was an invited scholar at Osaka University, Law faculty in Feb. 2016 and at Kobe University, International Department in Oct. 2014.

Abstract

The renewal of the Silk Road during the 19th century – Lyon, China, Japan

The idea of « silk road » emerged during the 19th century, focusing on the path used by merchants to export rare goods to Western countries, 4000 years ago until the 15th century. It has become a concept describing many kind of technological, artistic, commercial, geographical and also political relations among the countries and empire involved. According to historian, the Silk Road started to decline during the 15th century and at the end of the 17th century it had almost disappeared.

During the 19th century silk production was of the most important item for Lyon and its economy. Silk commerce became extremely prosperous, influencing the whole development of the region. Wealthy merchants started to explore the whole world, looking for enhancing the quality of silk, of worms, reducing production costs etc. Around 1860 a disease devastated most of the worms in Lyon and its countryside. Research proved that Chinese and Japanese worms were resistant to this disease. Mass importation followed, as well as technological transfer, financial development, intellectual relations and so on. This founded a new path between Lyon, China and Japan, dedicated to silk, the renewal of the Silk Road.

However this new Silk Road was deeply diverging from the previous one. Asia was still exporting to Western countries, but low cost products were massively introduced, whereas only luxurious products were imported before. Technology transfer was from Western to East and not the other way around. This

road benefited from the new diplomatic relations, opened in 1842 with China and in 1858 with Japan, heavily influenced by colonial politics.

The result of these new relations was quite different. China was suffering under the decline of its political institutions and its economy seems to have limitedly benefited from these relations. On the contrary, Japan who became really involved 20 years after China, encountered then a new source of income, which became essential to national development in the Meiji Japan.

Eunsook Yang

Centre for East Asian Studies, Autonomous University of Madrid
namhangang@gmail.com

- PhD in International Relations with the thesis “Unification of Korea and its impact on Security in Northeast Asia» from the Universidad Complutense de Madrid.
- Master’s Degree in International Relations from the Université Libre de Bruxelles.
- At present, Professor of Korean Studies at the Autonomous University of Madrid, Spain
- Publication of the book “Korea: History of the Reunification Process” (2007) and numerous articles on Korea published.

Abstract

Korea in Silk Road

In the map of the Eastern Trade routes of the Silk Road, Korea is often ignored even though it was an active participant in the exchange of trade and culture. There is undisputable evidence that Korea was an important part of

the Silk Road. The modern English name Korea is derived from the Koryo Dynasty period (935-1392). It was given by the Arab merchants who arrived to Koryo Dynasty through the Silk Road. Based on historical resources from the three Kingdoms period (57 BC-668 AD), Korea took part in trading and cultural exchange as a last destiny for the Arab merchants in the Asian Continent. During the middle to late 7th century, Muslim traders had travelled from the Caliphate to Tang China and established contact with Silla, one of the Three Kingdoms of Korea.

After the Three Kingdom period, the Korean peninsula emerged as a singular political entity by the Unified Shilla. During the United Shilla Kingdom (668-935), considered the Golden Age of Korea, the trade and cultural exchange flourished from the West to East through the Silk Road. The Silk Roads artifacts of this period are exhibited in the Museum of Kyong-ju, capital of the Unified Shilla. A great number of ancient artifacts such as glassware, terra cotta figures, Scythian golden rhyton, bronze iron scissors and clay dolls that were excavated in Kyong-ju reveal an unmistakable influence of Greek, Persian and Arabian cultures.

The United Shilla was eventually succeeded by Koryo Dynasty in 935 and international trade and cultural exchange continued through this new dynasty to the 15th century. Trade relations among Song China, Japan and Arab countries expanded through maritime routes. Merchants from all over the world flushed to Chinese ports on the seacoast in participation of large-scale maritime trading. Arab merchants arrived to China's coastal seaports and also traveled to trade with the neighboring country of the Koryo Dynasty. The port of Kaesong, near Pyongyang in North Korea, was the principal

market place for exchanging rare and precious goods. Korea exported precious metals like gold, silver, and copper as well as edible goods such as ginseng and pine nuts in exchange for Chinese silks, ceramics and printed books as well as spices, glasses, precious stones and textiles.

While trade was flourishing, the cultural exchange and its influence was expanding in Korea through the Silk Road. Buddhism was first introduced to the Korean Peninsula through China, and many Korean Buddhist priests went to Tang, China to further their studies since the early seventh century. These monks later continued to India to learn its philosophy. One of the prominent Buddhist priests, Hyecho (704-780) from the Unified Shilla Kingdom, studied esoteric Buddhism in Tang, China first and made the path for India in 723. His 4 years' experience in India was published under the title, "Wang-Oh-Chunchookgook-jun" (Note on a Visit to Five Regions of India) and it introduced Indian culture to the East. The Silk Road played an essential role in bridging the West and East in terms of trade and cultural exchange in the history of the ancient world. Korea was the farthest partner through the Eastern Route and participated actively absorbing, modifying, and flourishing its commerce and culture. In modern time, Korea is taking again an important role in the New Silk Road, just as it participated actively during the splendid periods of the Unified Silla and the Koryo Dynasty.

Jorge Tavares da Silva

ISCIA - Institute of Information and Administration Science,
Aveiro; University of Minho

jts.ave@gmail.com

Jorge Tavares da Silva is professor at Institute of Information

and Administration Sciences (ISCIA) and invited professor of International Relations and Political Science at the University of Minho (Portugal). He holds a PhD in International Relations from the University of Coimbra (area of International Politics and Conflict Resolution) and a BA degree in International Trade from ISCIA institute. He is President of the Observatory of Trade and International Relations (OCRI). He is researcher at the Population Studies Center, Economy and Society (CEPESE). Founding Member of the Observatory of China and the Center for Studies on Security and Defense of Trás-os-Montes and Alto Douro (CEIDSTAD). Auditor in the Course of National Defense (2013-2014). Member of the European Association for Chinese Studies (EACS) and the Association of Chinese Political Studies (ACPS) and the Portuguese Institute of Sinology (IPS). He is author of scientific articles, chapters in books and journals on international relations. Scientific Coordinator of the book BRICS and New World Order (*Mare Liberum/ Caleidoscópico* 2015) and *Em Bicos de Pés e de Olhos em Bico - Experiences between Chinese and Portuguese* (Mare Liberum, 2012).

Abstract

Sino-Pakistani axis of cooperation in China's One Belt, One Road Strategy

Cooperation between the Islamic Republic of Pakistan (RIP) and the People's Republic of China (PRC) has over sixty years of friendship. The bilateral interaction involves collaboration on economic, cultural and military issues, including a relevant nuclear assistance. Both countries shares about 520 kilometers and have opened an important economic

corridor - The China-Pakistan Economic Corridor (CPEC), which includes the exploration of the deep water port of Gwadar. All this axis of cooperation fits in the One Belt, One Road strategy designed by China. This initiative intends to strengthen infrastructure both on the land route from China through Central Asia and on the southerly maritime. But all this area is also disputed by various actors in the region, but that China intends to have a primordial role. The political instability in Pakistan, particularly in Baluchistan area; the continued terrorist attacks perpetuated by Uighur separatist groups are some of the problems that have been undermine Chinese intention in the region. This article aims to understand all factors that would affect bilateral relations between China and Pakistan and damaged the project One Belt, One Road Strategy with clear implications on regional security.

Mario Esteban

Centre for East Asian Studies, Autonomous University of Madrid
wizman@yahoo.com

PhD on Political Science and MSc on Asian Politics (School of Oriental and African Studies, London University). He is a Senior Lecturer at the Centre for East Asian Studies of the Autonomous University of Madrid and Senior Analyst on the Asia-Pacific region at Elcano Royal Institute. He has served as external expert for the European Commission, the European Parliament, and the Spanish Ministry of Defence. He has also been a visiting professor at the Beijing Foreign Studies University and at the University of Turku; and visiting researcher at the Chinese Academy

of Social Sciences and the Chengchi National University in Taipei. He teaches in several post-graduate programs at the Diplomatic School of Spain, the Spanish Centre for National Defence Studies, and the IE Business School, among others; and he has also imparted training seminars on East Asia for different institutions and companies, such as the Madrid City Council, BBVA, and Repsol. His research interests are focused on the international relations of East Asia, EU – East Asia Relations, and the domestic and international politics of China. On these topics he has published several books and numerous articles in academic journals, such as *The China Quarterly*, *Journal of Current Chinese Affairs*, *African and Asian Studies*, and *The European Journal of East Asian Studies*.

Abstract

The China-Pakistan Economic Corridor: Lessons for the New Silk Road

In May 2013 an agreement was signed to establish the Pakistan China Economic Corridor to connect Pakistan's Gwadar Port with Kashgar in Xinjiang. A few months later, Xi Jinping announced the ambitious One Belt, One Road (OBOR) initiative, which aims to boost connectivity throughout Eurasia. Due to its huge potential implications, OBOR is generating enormous expectations inside and outside China. For the time being, the huge scale of the OBOR project contrasts with its scarce implementation, pending numerous questions about its feasibility because of economic, political, and security constraints. The materialization of the Pakistan

China Economic Corridor (CPEC), that would serve as a linkage between the land and the maritime new silk roads, is more advance than the OBOR initiative itself. Since the CPEC faces some of the same challenges that OBOR does, analysing how these issues are being managed in Pakistan would help us to get a clearer idea on how OBOR could develop. Therefore my paper will be devoted to examine how China and Pakistan are managing the economic, political, and security obstacles that hinder the implementation of the CPEC.

In order to do so, I will resort to secondary sources and also conduct some fieldwork both in China (late February) and in Pakistan (early April) to interview relevant Chinese and Pakistani stakeholders who have a first hand knowledge of the CPEC.

Other Participants

Carlos RODRIGUES
cjose@ua.pt

Glenn HOOK
G.Hook@sheffield.ac.uk

Marie ROESGAARD
roesgd@hum.ku.dk

Michael JAKOBSEN
mj.int@cbs.dk

Rüdiger FRANK
ruediger.frank@univie.ac.at

Tiziana LIPPIELLO
lippielo@unive.it