


## Chapter 20


# Economic Opportunities in One Belt One Road (OBOR) Project and Turkey's Position

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### ABSTRACT

*After a short time from the discovery of silk by China, it had become a status symbol in the world, and it reached up to the Roman Empire. This created trade routes and they were called the “Silk Road.” The goods that came to the Mediterranean through this historical trade route were distributed to the world through Mediterranean ports. However, invention of compass by China paved the way for geographical discoveries and new trade routes were found as a result of these discoveries. These developments reduced importance of the Silk Road. Approx. 500 years later, China became a manufacturing center as a result of its trade with the West. This situation reminded China of the “Historic Silk Road,” and they announced the project under the name of One Belt One Road to the world in 2013, which is essentially a modern version of the “Historic Silk Road.” Economic Opportunities In Obor Project will be analysed in this study.*

### INTRODUCTION

The change experienced by the world with globalization has accelerated world trade and the desire of countries to reach economies of scale has resulted in economic integration and even integration processes as in the EU example. Like all these processes, there has been a transition from transportation to logistics at the point of shipment of manufactured goods, and a transition from single-mode transportation to

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multi-mode transportation in the field of transportation. The development of the above-mentioned types of transport has been with the containerization process that emerged with the standardization of transport containers towards the end of the 20th century. Containers have harmonized transport between different modes of transport. All these processes have spawned the concept of international transport corridors in transport infrastructure. The TRACECA Project, known as the “Iron Silk Road”, which will connect the EU with Asia, more than sixty countries within China’s OBOR Project, can be cited as an example of some of the international transportation corridors.

Turkey is at the intersection cluster of two projects in the corridor-based China’s OBOR Project and the EU’s TRACECA Project, especially for trade and transportation activities between Europe and Asia. Geographically, Asia, Turkey is in a crossroads position between Europe and Africa has become the center of the country who want to improve and to meet their transportation needs in a sense. This study contains Turkey relations with international transport corridors, Turkey’s transport projects developed associated with the corridors and especially developed by China “A Generation A Way” Project (OBOR) project across an opportunity includes logistics potential, Turkey’s economic benefits which can also be created the opportunity to become beneficiary of this transportation corridors. Also in this Chapter, the “Silk Road” used in history is examined and the process up to the OBOR Project, which China has created with the inspiration of this historical way, and the process after the announcement of OBOR, China’s Belt and Road Initiative, its goals, routes, project execution. It will be examined for the necessary financial resources and what opportunities it offers for Turkey. In addition, it is thought to be beneficial for other academic studies; OBOR Project by rail transit through Turkey’s potential revenue to be earned, commercial revenue growth again OBOR take the consequences for the economies of Corridor Project with possible minimum share and so on. calculations are also included.

## **PROCESS FROM HISTORICAL SILK ROAD TO MODERN SILK ROAD**

### **The Silk Road Concept**

In Britannica, the Silk Road is defined as “the ancient trade route connecting China to the west, where goods and ideas are moved between two great civilizations of Rome and China (Britannica, 2019: Silk Road). The concept of “Silk Road” is actually a word with a hundred years of history used by German Geologist and geographer Ferdinand von Richthofen in his work in which he describes China and the west of China. But there’s no doubt that even if the road is based on the silk from which it gets its name, it has gained another dimension with the Aurignac traces on Loess Cover found by Teilhard de Chardin geologist and paleontologist who discovered the Beijing Human Skull. Aurignac is the general name of the industrial phase from the upper paleolithic period and dates back to the west of France and up to 33.000 BC. In the new Stone Age, the ceramic produced unique to that age was delivered to China with the road going through the (Uhlig, 1986: 13-18). Looking at the earlier periods, although it could be said that the road which could not be named until Richthofen was primarily a ceramics road depending on the commodity of ceramics carried on it, ceramics could not get in the way of silk with the fact that ceramics reached China and easily it could be produced in China and it could be processed in other civilizations in time. Because silk had become a symbol of wealth, luxury and nobleness for that period, and it was produced in the Chinese monopoly for a long time. It is also accepted as a natural resource with limited production status such as gold and silver. The trade of the silk, which was attributed so

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