
BRI Project By China Impact on Indian Ocean Associated States (A Case Study of Economic Development and Security Issues After Project)

Salma Shaukat

The China in a larger perspective to connect herself with the regional countries and as well as to the entire globe, has initiated the centuries mega project called "Belt and Road Initiative." China after emergence in the region being a global power through this project (BRI) is on a way to have uncountable trade and job opportunities to combat with the economic situation prevailing in the underdeveloped countries. Under the project the provision of transport facility that will connect China with different ports enabling her transporting indigenous products by China to the world. The project will be proved economically game-changer in the region. However, India is a country who openly has shown her concerns relating to security, as the many countries would be co-partners of the BRI. The India sought attention of the world forums to help her out from fears in this regard. To reduce the anxiety of India, the China has also clarified the situation.

Introduction

As the China is well aware of use the vacuum generated in the region after the Russian fall and the influence of USA. And to reduced the influence of USA in the region for the peaceful and armed free existence of the countries, China is utilizing the situation at her level best. However, India being an ally of USA recorded her reservations because she is well aware of the situation that the China must be promoting Pakistan being a major partner and lands space provider enabling her to execute the huge project. On the other hand, the growing concerns of India about the oceanic and regional countries, China has made various efforts to satisfy the new Delhi that the project would not suffer India at any cost or at any level. The New Delhi assuming herself that the Beijing could damage Indian interest including both economic and strategic. India has reservations that China might be disturbing the regional security as well as could damage the Indian trade hegemony and resultantly USA would be facing more reduced dominance in the region. The situation may be making weak to USA in future as the USA made investments in shape of financially assisting India for of her (USA's) dominance. The growing anxiety of India is of actually fears of USA for which the both countries have diplomatic ties specially under hand.¹

The India is fearing about economic development under BRI excluding India as well as she is forecasting China and other countries would instantly growing by leaving India behind

them. Similarly, in strategic development India has so many reservations like development in arms sector and joint-venture of ammunition production leading to aircraft making.² The BRI, may affect USA’s arm business besides her influence in the region. The reason of developing this research paper is to elaborate the maximum and exact outcome of BRI, Indian fears pointed out by USA connected with this mega project. This paper would cover the security concerns of India, blame game and evidences and security concerns for the region specially to India. The paper would also narrate the economic impact to the countries which are declared partners of the BRI to keep research paper impartial, transparent and unbiased, the merits and demerits are included to strengthen the study and to generate strong arguments for the subject.

BRI And Initial Stages:

As an influence and dominance of the countries interested to rule over the specific country are increasing by the days, so to have grip by diplomatic way to states to achieve goals set by a state, there is still a rule “give and take” being observed in the countries rendering their services mostly found keen to keep their interests first. After the WW-I& II the world’s dimension to rule was entirely different, thus the countries always prefer to a strong economic and military power rather a weak neighbour as a world became a global village and distance does not matter.³ Almost a large number of countries are of the view that the USA must be given tough time by creating unity so that USA’s nefarious designs must be reduce being harmful to the countries where the USA imposing unnecessary wars. The countries who are like minded are opined USA must not interfere in their territorial affairs. Through the BRI the China not only emerging herself as the power but also securing the other countries to safeguard her project. The Chinese emergence in dominance actually time of the need to the counties located around the Indian ocean (IO).⁴

The United Nations (UN) and its subordinate organizations are also found to be satisfied over the Chinese initiative as the BRI will be reducing poverty alleviation and helping education sector interms of increasing literacy rate in under-developing countries for improving basic health facilities, combating with the childhood health issues.⁵ The UNO also considered that the BRI would also improve provision of shelters to the shelter less families. The BRI on the other hand would also lesson the fears of investors in the region and they would be feeling secure while investing in various investable sectors.⁶ The creation of jobs will not only bring the economic prosperity for the individuals and their families but also fasten the development speed of the regional countries.

Table 1 Summary of BRI Economic Corridors

Corridor	Partners	Example Projects
Bangladesh-China India-Myanmar Economic Corridor	Bangladesh, India, Myanmar	<ul style="list-style-type: none"> • China-Myanmar crude oil and liquified natural gas (LNG) pipeline • Padma Bridge (Bangladesh) • Tunnel construction under Karnaphuli River (Bangladesh)

China-Central Asia-West Africa Economic Corridor	Iran, Kazakhstan, Kyrgyzstan, Kuwait, Qatar, Saudi Arabia, Tajikistan, Turkey, Uzbekistan	<ul style="list-style-type: none"> • China-Kazakhstan passenger train • Manas airport modernization (Kyrgyzstan) • Turkey east-west high-speed rail
China-Indochina Peninsula Economic Corridor	Cambodia, Laos, Thailand, Vietnam	China-Laos Railway • Upgrade of Lancang-Mekong ship route
China-Mongolia Russia Economic Corridor	Mongolia, Russia	<ul style="list-style-type: none"> • Altai LNG pipeline (linking Xinjiang and Siberia) • Altanbulag-UlaanbaatarZamiin-Uud highway
China-Pakistan Economic Corridor	Pakistan	<ul style="list-style-type: none"> • Gwadar free zone development • Karakoram Highway, Phase II (Thakot-Havelian) • Peshawar-Karachi Motorway
New Eurasian Land Bridge Economic Corridor	Belarus, Bulgaria, Czech Republic, Greece, Hungary, Kazakhstan, Poland, Russia, Serbia, Slovakia	<ul style="list-style-type: none"> • China-Europe freight trains (39 routes linking China with 9 European countries) • Hungary-Serbia railway • China-Belarus Industrial Park • China-Kazakhstan Khorgos International Border Cooperation Center • Port of Piraeus (Greece)

<https://www.beltroad-initiative.com/projects/>

While taking into the consideration the critical analysis of the BRI, the critics are of the view that the project will increase the level of anxiety among the countries over the rapid and competitive environment as the globe is already facing crucial relations after the economic depreciation so that the rising influence for china may increase the threat of war.⁸ It is also hunch of the critics that the increasing influence of the china of the global economy would threaten the European countries which are directly contributor of the world development. The china's speedy development and dominance in the eye of critics is dangerous to the balance of power in the eye of countries. The growing china" investment could enable to introduce domestically secured currency will better markup opportunities to the investors and resultantly strengthening the stock exchange improve it.⁹

Analyzing Power Comparison:

There are various power consents, however the soft and hard power and the policy making and action taking depends and very the state to state situation and based on their foreign policy. Many nations transformed and keep changing their foreign policy by the times reviewing ones the demands and contemporary challenges. As far as the actions of soft power are concerned they believes on positive civic developments and betterment of

the citizens. The soft power impowers the citizens in political, economic and even cultural strength.¹⁰ These are the factors which create an individual a secure citizen in the state having rightful life with liberty a citizen naturally needs to be given a security and socially empowered without any unnecessary energy to be wasted on defence. Citizen never intent to be involved in complexed living live under the weak policies of state. In the case of BRICChina is sing the power as s strength to influence the internationally community which is clearly meant that china is becoming world influence orbit and intent to use her power to rule the globe.¹¹ However, the BRI partners countries are indorsing the act of china thinking BRI will bring prosperity and strategic strength in the region by containing the influence the us and their allies. The resources available in the region a tangible resource that would be more enough as compare to the middle eastern oil wells.¹² The critics say that china to reduce the influence could use the network of her officials to influence the entire framework of the power. It could imbalance the power corridors as a china will largely enter in the veins of economy and strategy making in the regional countries with an unmeasurable speed to an execute her BRI project. The critics have argued that china would create her hegemony in language, education, necessities of life, production of new products and even could change the social life structure of the countries.¹³ The USA, India and Japan have however some reservations over the social damage of the regional countries and it would advance the china in the region and the policies later on even the pull out the USA from the region and finally it would the damage the New Delhi.

Impacts On Regional Policy Making:

The BRI would access the countries including (Bangladesh, India, Myanmar, Kazakhstan, Kyrgyzstan, Kuwait, Qatar, Saudi Arabia, Tajikistan, Turkey, Uzbekistan, Cambodia, Laos, Thailand, Vietnam, Magnolia, Russia, Pakistan, Belarus, Bulgaria, Czech, Republic, Greece, Hungry, Poland, Serbia, Slovakia).¹⁴ It will not only connect china but also strengthen the economic forumsof various countries resultantly the prevailing week economic situation would be improved. The infrastructure development process and the opportunities will make all the countries stronger as compare to present situation. The economic cooperation specially in trade in Asian countries under the BRI project will strengthen SAARC countries and ultimately development project in Pakistan Bangladesh, Myanmar and Sri Lanka will get boost.¹⁵ The BRI project under the CPEC will connect China and Pakistan through Baluchistan (Gwadar port) and china (Xinjiang). The project will be consisted initially on roads, rails and a vast network of ports.¹⁶ Later on it will having a large scaled pipeline for transformation of oil and allied material to the other countries on a very cheaper rate. The entire business will be raised on domestic currency and will boost the Chinese economy as BRIproject will adopt their own currency in banking for huge transactions be made for sale and purchase as well as for export and import purposes among the countries being buyer and sellers. It is pertinent to mentioned that the project will strengthen china bilateral trade ties with individual capacity as a whole. However, the project will be weakening the current project and development schemes, trade, business and production activities.¹⁷

The production of various exportable goods being producer by India, Pakistan, Sri Lanka, Bangladesh, Nigeria, Kenya, will be suffered as china will provide the same produced goods and items on cheaper rates. The investors and manufacturer, producers and sellers will have to beer irreparable financial lose as china will supply the same items in less cost and price.¹⁸ Through the BRI the china intent to grip the countries strategic production including as craft, marine & submarine, nuclear missile production into her hand the situation definitely reduce business and pull USA from Indo-Pak pacific region

which would be a big defeat to USA and the blame of this defeat will be upon India. Other countries have sought to balance their concerns about China's ambitions against the BRI's potential benefits.¹⁹ India has tried to convince countries that the BRI is a plan to dominate Asia, warning of what some analysts have called a "String of Pearls" geo-economics strategy whereby China creates unsustainable debt burdens for its Indian Ocean neighbors in order to seize control of regional choke points. In particular, New Delhi has long been unsettled by China's decades-long embrace of its traditional rival, Pakistan. Meanwhile, India has provided its own development assistance to neighbors, most notably Afghanistan, where it has spent \$3 billion on infrastructure projects.²⁰

The United States views India as a counterweight to a China-dominated Asia and has sought to knit together its strategic relationships in the region via the 2017 Indo-Pacific Strategy.²¹ Yet, despite U.S. misgivings, India was a founding member of China's Asian Infrastructure Investment Bank (AIIB), and Indian and Chinese leaders have invested in developing closer diplomatic ties. "India does a lot with China in the multilateral arena for its own reasons," says CFR's Alyssa Ayres. Tokyo has a similar strategy, balancing its interest in regional infrastructure development with long-standing suspicions about China. In 2016, Japan committed to spending \$110 billion on infrastructure projects throughout Asia. Japan has, with India, also agreed to develop the Asia-Africa Growth Corridor (AAGC), a plan to develop and connect ports from Myanmar to East Africa.²² Several countries in Central and Eastern Europe have accepted BRI financing, and Western European states such as Italy, Luxembourg, and Portugal have signed provisional agreements to cooperate on BRI projects. Their leaders frame cooperation as a way to invite Chinese investment and potentially improve the quality of competitive construction bids from European and U.S. firms.

French President Emmanuel Macron has urged prudence, suggesting during a 2018 trip to China that the BRI could make partner countries "vassal states." Other skeptics connect the BRI with climate change. The Institute of International Finance, a research group that analyzes risk for large Western banks, has reported that 85 percent of BRI projects can be linked to high levels of greenhouse gas emissions.²³ Others claim that China is using BRI funds to gain influence in Balkan countries that are on track to become EU members, thereby providing Chinese access to the heart of the European Union's common market. Moscow has become one of the BRI's most enthusiastic partners, though it responded to Xi's announcement at first with reticence, worried that Beijing's plans would outshine Moscow's vision for a "Eurasian Economic Union" and impinge on its traditional sphere of influence.²⁴ As Russia's relationship with the West has deteriorated, however, President Vladimir Putin has pledged to link his Eurasian vision with the BRI. Some experts are skeptical of such an alliance, which they argue would be economically asymmetrical. Russia's economy and its total trade volume are both roughly one-eighth the size of China's—a gulf that the BRI could widen in the coming years.²⁵

Role Of China In BRI Projects.

China's Belt and Road Initiative (BRI), sometimes referred to as the New Silk Road, is one of the most ambitious infrastructure projects ever conceived. Launched in 2013 by President Xi Jinping, the vast collection of development and investment initiatives would stretch from East Asia to Europe, significantly expanding China's economic and political influence.²⁶ Some analysts see the project as an unsettling extension of China's rising power, and as the costs of many of the projects have skyrocketed, opposition has grown in some countries. Meanwhile, the United States shares the concern of some in Asia that the BRI could be a Trojan horse for China-led regional development and military

expansion. Under President Donald J. Trump, Washington has raised alarm over Beijing's actions, but it has struggled to offer governments in the region a more appealing economic vision.²⁷ As the China is enhancing her connectivity through silk road and economic belt introduce in recent years to enhance her trade with the other countries. As per the initial estimate approximately 68 countries will be on board for the project's implementations. Asian countries. African and European countries will also be getting benefits of BRI. The China will be making her trade and markets infrastructure in other countries. A very huge investment is being made in BRI through the partners of the big game changer a viable and fast transportation infrastructure will be establish for making investment traded and financial cooperation in future.²⁸

There are multi cultures in the various connected countries that will be changing by the times it will not only encourage Chinese influence but also fit will penetrate the traditions and cultures of other countries the china will increase her production capabilities even earning through her exports and generating revenue by supplying quality goods in the world. It is a strong argument that Global Financial Crises (GFC) successfully go for away from China.²⁹ The China under the BRI will also strengthen her own industry at power with international standard and demands. It will be a revolution and massive technology change in china without getting additionally loans and financial assistance on mark-up basis from other countries. It is also argued that through the BRI china will be successful to counter USA and USA's routes from Asia which were grown up after 9/11 incident for anti-terrorism of Russia.³⁰ The USA's influence always benefited India so that it will weaken India and her role in the region.³¹ Under the CPEC the china will be holding various sea parts and controlling the transportation and business activities of the partner countries. Under the project china will be using airports, seaports, military airbases, harbor submarines and other important areas and locations and using important installations for the purpose of transportation under the BRI.³² For the purpose of business china will definitely upgrade the existing naval and military places, installations and increase capabilities to get benefits of these forums working for BRI.

China to make her BRI projects strong finally decided to create consensus and to put the nation on the same page, started working on reducing differences among the people who were feared about the BRI and expected losses. China created public diplomacy and create constructive relations among the citizens. The china government use different mediums of information including china radio, china TV, china newspapers, internet and social media.³³ The china use international media of the objective to create awareness among the international community about the BRI. China promoted the BRI project through many programmes and all the member countries who are also on board on BRI project were asked to positively propagate through media about the benefits success of the project among the citizens. Under the awareness campaign many BRI countries and other regional state were requested to participate in the project through various projects and make their investments in different project. The BRI project also invited individual based projects and bilateral agreements for the success of project. BRI project Sino-India investment. The Belt and Road Initiative has also stoked opposition. For some countries that take on large amounts of debt to fund infrastructure upgrades, BRI money is seen as a potential poisoned chalice. BRI projects are built using low-interest loans as opposed to aid grants. Some BRI investments have involved opaque bidding processes and required the use of Chinese firms. As a result, contractors have inflated costs, leading to canceled projects and political backlash.

Examples of such criticisms abound. In Malaysia, Mahathir bin Mohamad, elected prime minister in 2018, campaigned against overpriced BRI initiatives, which he

claimed were partially redirected to funds controlled by his predecessor. Once in office, he canceled \$22 billion worth of BRI projects, although he later announced his “full support” for the initiative in 2019.³⁴ In Kazakhstan, mass protests against the construction of Chinese factories swept the country in 2019, driven by concerns about costs as well as anger over the Chinese government’s treatment of Uighurs in Xinjiang Province. More such stories are likely, according to a 2018 report by the Center for Global Development, which notes that eight BRI countries are vulnerable to debt crises. CFR’s Belt and Road Tracker shows overall debt to China has soared since 2013, surpassing 20 percent of GDP in some countries.

Under the project of BRI the find China’s request for investment also asked that they were interested in two areas including strategic projects and making rout links. The India agreed with China that as per the international standard, policy, rule transparency and fairness for the BRI project. India showed conditional support that in case china linked India with Japan, USA, Russia, Iran and Afghanistan and India will be agreed to join BRI.³⁵ The India clearly sent message to China that if China wanted to make connectivity partner it will be on the basis of people to people contact and through quality infrastructure for the betterment of economic boost of India. The India showed her interest in health, medicine, agriculture, disaster management and other shell-based investments. India also put and condition that during the project both counties will respect each other and will be taking care of sovereignty. India asked china that job creation opportunity will be provided to Indian professionals and youth under the BRI programme.³⁶

As Pakistan refused India for trade in Afghanistan by using the Pakistani land so that India is focusing on Chabahar. Under the three countries business and trade agreement between India, Iran & Afghanistan which is called Transport and Transit Corridor (TTC). Under the programme India has invested her huge amount since 2016. In another programme IPEC (Indo pacific economic corridor) created link south Asia with south east Asia. These two projects have been introduced by china to counter CPEC and its regional economic threats from china and Pakistan. Recently India, Russia and Iran signed a new project under the witch project the transportation will be provided from Persian Gulf to Caspian Sea by using the route of Iran, this route will be used for trade and strategic areas.³⁷ Under this route the transportation expense between India, Iran and Russia will be reduced.

Although in some cases Russia is dominating in the area and Chabahar port will create balance between Gwadar port but it will meet USA and japan cooperation to keep the programme successful. However all these countries are concerned over the naval movements and air craft movements by the china. In recent past USA, Japan, Australia and India held a very high-level meeting over the activity of china. The four countries showed concerns over flight and naval operation by china in Asia.

The United States has shared other countries’ concerns about China’s intentions. Developing the economies of South and Central Asia is a long-standing U.S. goal that intensified after the start of the U.S.-led war in Afghanistan and President Barack Obama’s pivot to Asia. The Obama administration frequently referenced the need for the Afghan economy to move past foreign assistance, and in 2014 then-Deputy Secretary of State William Burns committed the United States to returning Central and South Asia “to its historic role as a vital hub of global commerce, ideas, and culture.” In this spirit, the Obama administration supported a \$10 billion gas pipeline through Turkmenistan, Afghanistan, Pakistan, and India. It also spent billions of dollars on roads and energy projects in Afghanistan and used its diplomatic muscle to help craft new regional cooperation frameworks to foster Central Asian economic links.³⁸ Some analysts have called on the United States to deepen its ties with Asian partners, as the Obama

administration tried to do with the Trans-Pacific Partnership (TPP), a deal rejected by Trump. The Trump administration has instead tried to counter the BRI with the BUILD Act. This consolidated the Overseas Private Investment Corporation (OPIC), a U.S. government agency for development finance, with components of the U.S. Agency for International Development (USAID) into a separate agency with a \$60 billion investment portfolio.³⁹ Although this pales in comparison to the more than \$1 trillion China is expected to spend on the BRI, advocates say it seeks to crowd in a larger pool of private investment by underwriting risk. Some have argued that the United States might find a silver lining in the BRI. Jonathan E. Hillman, of the Center for Strategic and International Studies, says the United States could use BRI projects as a way to have China pay for infrastructure initiatives in Central Asia that are also in the U.S. interest.

BRI Project And Role of Media:

Consisting largely of heavy infrastructure, these projects are unlikely to result in lavish Xanadus to stoke the architectural imagination. With the exception of some impressive new cities and city districts, such as Port City in Colombo, Sri Lanka, and some choice high-speed rail stations, BRI projects include workaday structures like cargo terminals, highway bridges, and the odd potash plant. The BRI recalls past geopolitical initiatives, like the Marshall Plan, by which the United States revived, and benefited from, Europe's economy after World War II. But the BRI dwarfs the Marshall Plan, which comprised \$13 billion of investment, or around \$100 billion in today's dollars—much less than BRI's trillion-dollar scope.⁴⁰ As arguably the biggest collection of construction projects in human history, the BRI offers ample opportunities for architects, contractors, engineers, and other designers. Many, if not most, of the firms involved are Chinese concerns with close ties to the state. They include state-owned enterprises like China Ocean Shipping Company (COSCO) and China State Construction Engineering Corporation, the world's third-largest shipping company and largest construction company, respectively. Both are massive enterprises with numerous subsidiaries, and though they are publicly traded, they ultimately answer to the Chinese Communist Party.

In many ways, this effort to build soft power through hard infrastructure extends a domestic development strategy that China has followed for the past two decades. Itself a developing nation not long ago, China has built up its own ports, roads, and railroads in order to unify its national economy and give its manufacturing sector—which comprises 20 percent of the world's output of goods—access to global markets. In many cases, benefits to host countries have not materialized. Many projects use little local expertise or labor; rather, they are boons for Chinese engineering firms, construction companies, and suppliers such as steel and concrete manufacturers. Once built, they take on a nearly colonial tenor, moving raw materials out of host countries and moving Chinese goods into them. And no matter how economists feel about BRI projects, the initiative has already alarmed environmentalists. The number and physical size of projects promise to remake urban landscapes, alter—and destroy—natural landscapes, and consume untold millions of tons of natural resources, building materials, and fossil fuels. Chinese environmental laws and practices are also notoriously lax compared to those in the U.S. and Europe. In 2017 the World Wildlife Fund (WWF) issued a report documenting BRI projects' numerous incursions into sensitive habitats. WWF identified “high impacts” throughout nearly all of Southeast Asia and “moderate impacts” in BRI corridors in Central Asia. BRI projects have also been associated with increases in the use of coal for power production in many host countries.

Beyond environmental effects, even when host countries own their assets, they are indebted to Chinese financiers. Reports indicate that many countries cannot pay off construction loans, leaving them indebted to China indefinitely. Many projects have turned into white elephants. Mattala Rajapaksa International Airport in Sri Lanka was designed to accommodate one million passengers per year. Though fully operational, Mattala currently serves zero passengers, while also servicing \$190 million in debt to Chinese banks. Having been a relatively poor, developing country so recently, China likely understands the pressure points of the Myanmar's and Mozambique's of the world better than any other global power does.

The Center for Global Development estimates that as many as eight countries involved with the BRI are already at risk of debt distress. Some countries are in debt to China by a factor of as much as 20 percent of their GDPs. Others are now approaching BRI proposals more gingerly than they might have when the program launched. Malaysia recently canceled \$22 billion in BRI projects; other countries, particularly Kenya and Mozambique, are pushing back against proposals and renegotiating deals. Ultimately, economic domination via financing may not be a great strategy—flush with cash though they may be, Chinese banks want returns on their investments no less than Western banks do. Then again, even if they aren't repaid, the Chinese state might still get what it wants in the form of global influence.

The Chinese government optimistically refers to the BRI as a 21st-century Silk Road, one that harmoniously links economies and increases prosperity for dozens of countries and billions of people, representing up to 60 percent of the world's economic output. China pitches these projects to host countries as tools of economic development. Analysts say that success, for China and BRI partners alike, depends on far more than concrete and steel. The onus falls on host countries to make use of China's largesse. Efficient trade relies on everything from effective local governance to the mobility of workers to the mitigation of environmental impacts. In the case of partners like Belarus (sometimes referred to as Europe's last dictatorship) whose governments are unstable, corrupt, or underdeveloped, reforms may pose greater challenges than does the development of megaprojects. The china for the success of BRIpropagated the project in various countries including Pakistan, Kenya, India, Singapore, southernism and other countries. The newspapers of these counties were asked to publish BRI news and articles columns, and arrange debates and arguments on the current tv channels. The reason of publication of news about BRI was to create awareness among the people of the friendly states.

Many countries who were included in BRI news publications were the newspapers of Pakistan who is also the second big beneficiary of BRI and CPEC. Many Pakistani newspapers regularly published news, interviews, articles, journals and research notes, BRI to create awareness among the Pakistani citizens. The newspaper clarifies the benefits of BRI and highlighted the solution of concerns of Pakistanipeople. Similarly, Indian newspapers which are real in china also, the china got published news, interviews, articles, and research studies in favour of BRI. IndianEnglish newspapers were selected to permanent use for positive propaganda for the success of BRI project. Indian media special was contacted by the china for the publication of BRI news on regular bases regular bases.

The china for the BRI success also contacted Australian newspapers for the publication of news articles, debates and photographs in their papers. Australia is also beneficiary country of BRI, so that it was compulsory to get BRI news published in Australiannewspapers. The newspapers of south Africa were also contacted for the

publication of BRI news on regular basis to attract the south African nation. Through the publications of news china successful created the soft image and successful among the investors of south Africa as well as citizens. The china remained successful in publication of various prominent national newspapers on regular basis. For the success of BRI the china also contacted the Singapore news successful for the publication of positive image of BRI project. Through the publication of regular news about BRI, china remains successful to motivate the Singapore citizens. China also got success to get more investment from Singapore investors and traders as business opportunities and industries are in vary low capacity and less quantity. Similarly, for the BRI project, china for creating awareness among the citizens of Indonesia approached their national newspapers for publication of positive image of the mega project. The newspapers of Indonesian were requested to give coverage to the brief to create soft image and business benefits among the people of Indonesia. Through the soft image and regular publication of news the china successfully interacted the investors of Indonesia.

Conclusion:

China use the media to expose the positive sentiments of BRI. China expose the only positive frames to use Asian and other newspapers of Pakistan, Singapore, India, Iran, Kenya to call the traders and investors to come to invest and do business in common goods and necessities of life for the development and enhance their businesses and the development of under developing countries. On the other hand, the opposition of BRI exposed the real face of china's policy is to capture the authority and have hold on the foreign policies of the Indian Ocean Related Countries (IORC) to hold his hegemony in the region, through their ally's media. Opposition expose the risks and alarming security situation, arms and ammunition deliveries may be increase in the region cause of BRI. IORC may be start the illegal activities, arms and ammunition trade may increase in the IORC that may invite a big war or security risks on the high level.

BRI is throwing a positive and negative influence as an unfolding project in sense of facilitate the under developing countries and IORC for the common goods and necessities of life but on the other hand risks and security is also on the alarming situation on BRI. China's policy is also creating comparison between development, prosperity and hegemony as a father of BRI using public diplomacy and throwing the image of prosperity, fulfilment of the necessities of life and strategic security can be improved by BRI.

Notes and References

¹“Belt and Road Energy Partnership inaugurated in Beijing”, The Jakarta Post, 25 April 2019, available at <https://www.thejakartapost.com/news/2019/04/25/belt-and-road-energy-partnership-inaugurated-in-beijing.html>, accessed on 20 May 2019.

²Mustafa Aydin, “The geopolitics of energy resources”, Hurriyet Daily News, 14 April 2016, available at <http://www.hurriyetdailynews.com/opinion/mustafa-aydin/the-geopolitics-of-energy-resources-97774>, accessed on 10 April 2019.

³Frank Umbach, “China’s Belt and Road Initiative and its Energy-Security Dimensions”, S. Rajaratnam School of International Studies, No. 320, 03 January 2019, available at <https://www.rsis.edu.sg/wp-content/uploads/2019/01/WP320.pdf>, accessed on 20 April 2019.

⁴James R Holmes and Toshi Yoshihara, “China's Naval Ambitions in the Indian Ocean”, Journal of Strategic Studies 31, no. 3 (2008).

⁵Nicholas Onuf, World of Our Making (Columbia: University of South Carolina Press, 1989); Nicholas Onuf, “Humanitarian Intervention: The Early Years”, Florida Journal of International Law 16, no 4 (2004); Nicholas Onuf, “Rule and Rules in International Relations”, Lecture at the Cluster of Excellence: The Formation of Normative Orders, Goethe University Frankfurt/Main 5 (2014).

⁶Ioannis Vidakis and Georgios Baltos, “Security Aspects of ‘Geoenergia’ and the Significance of Energy Resources Management in International Politics”, Geopolitics of Energy, Vol. 37, No. 3, 2015, pp. 2-16.

⁷<https://www.beltroad-initiative.com/projects/>

⁸Katja Weber and Paul A Kowert, Cultures of Order: Leadership, Language, and Social Reconstruction in Germany and Japan (New York: SUNY Press, 2012).

⁹Carlos Pascual and Jonathan Elkind, “Introduction”, in Carlos Pascual and Jonathan Elkind (eds.), Energy Security: Economics, Politics, Strategies, and Implications, Washington DC: Brookings Institution Press, 2010, p. 3.

¹⁰Joseph Nye, Soft Power: The Means to Success in World Politics. New York: Public Affairs, (2004).

¹¹Joseph, S., Nye, Jr. The Future of Power. New York: Public Affairs, (2004).

¹²Charles Issawi, “The 1973 Oil Crisis and After”, Journal of Post Keynesian Economics, Vol. 1, No. 2, Winter 1978-79, pp. 3-29.

¹³Parag Khanna, The Future is Asian: Commerce, Conflict and Culture in the 21st Century, Simon & Schuster: New York, (2019).

¹⁴<https://www.beltroad-initiative.com/projects/>

¹⁵Peter Frankopan, The New Silk Roads: The Present and Future of the World, London: Bloomsbury, 2018.

¹⁶Nazrul Islam, Md. Silk Road to Belt Road: Reinventing the Past and Shaping the Future. Springer: Singapore. (2019).

https://books.google.com.pk/books/about/Silk_Road_to_Belt_Road.html?id=1N58DwAAQBAJ&printsec=frontcover&source=kp_read_button&redir_esc=y#v=onepage&q&f=false

¹⁷“Belt and Road Energy Partnership inaugurated in Beijing”, The Jakarta Post, (2019). Available at <https://www.thejakartapost.com/news/2019/04/25/belt-and-road-energy-partnership-inaugurated-in-beijing.html>, accessed on 20 May 2019.

¹⁸Carlos, Jonathan, E. *Energy Security: Economics, Politics, Strategies, and Implications*. Washington DC: Brookings Institution Press, (2010), p. 3.

¹⁹Jae Ho Chung, "Assessing China's Power", in *Assessing China's Power*, ed., Jae Ho Chung. New York: Palgrave Macmillan, (2015), pp. 1-19.

²⁰Charles Issawi, "The 1973 Oil Crisis and After", *Journal of Post Keynesian Economics*, Vol. 1, No. 2, Winter 1978-79, pp. 3-26.

²¹Global Commission on the Geopolitics of Energy Transformation, *A New World: The Geopolitics of the Energy Transformation*, New York: International Renewable Energy Agency, 2019.

²²<https://www.eria.org/Asia-Africa-Growth-Corridor-Document.pdf>

²³Frankfurt School, United Nations Environment Program Centre and Bloomberg New Energy Finance, *Global Trends in Renewable Energy Investment 2018*, Germany: Frankfurt School of Finance and Management, 2018.

²⁴National Development and Reform Commission and National Energy Administration (PRC), "Vision and Actions on Energy Cooperation in Jointly Building Silk Road Economic Belt and 21st - Century Maritime Silk Road", 12 May 2017, available at http://www.nea.gov.cn/2017-05/12/c_136277478.htm, accessed on 22 April 2019.

²⁵Christopher Len, "China's Maritime Silk Road and Energy Geopolitics in the Indian Ocean: Motivations and Implications for the Region", in Erica Downs, Mikal E. Herberg, Michael Kugelman, Christopher Len and Kaho Yu (eds.), *Asia's Energy Security and China's Belt and Road Initiative*, Seattle, Washington: National Bureau of Asian Research.(2017).

²⁶Charles Williams, "Myanmar is set to embrace Xi's Belt and Road Initiative", *Global Risks Insights*. (2019).

²⁷Han Chen, "Greener Power Projects for Belt and Road Initiative (BRI), NRDC. (2019).

²⁸Hu Min and Diego Montero, "Leveraging China's 'Green Soft Power' for Responsible Belt and Road Initiative Investment", *Forbes*. (2019).

²⁹Omar Alam, "China-Pakistan Economic Corridor: Towards a New Heartland?", *Centre for Security Studies*, 21 December 2015, available at <https://isnblog.ethz.ch/international-relations/china-pakistan-economic-corridortowards-a-new-heartland>, accessed on 20 April 2019.

³⁰Jae Ho Chung, "The Rise of China and East Asia: A New Regional Order on the Horizon?", *Chinese Political Science Review*, Vol. 1, No. 1, (2016), pp. 47-59.

³¹Dave Boyer, "At White House, Leader of Singapore Urges Congress to Approve Free-trade Deal", *The Washington Times*, 2 August 2016, <http://www.washingtontimes.com/news/2016/aug/2/singapore-pm-urgescongress-ok-free-trade-deal/>.

³²De Soyres, F., Mulabdic, A., and Ruta, M. *The Belt and Road Initiative: A Structural Analysis*, Unpublished Working Paper, World Bank. (2018).

³³B. Kovach and T. Rosenstiel., *The elements of journalism: What news people should know and the public should expect*, New York: Three Rivers Press, (2014)

³⁴Zhai, F. "China's belt and road initiative: A preliminary quantitative assessment," *Journal of Asian Economics*, in press. (2018). <https://doi.org/10.1016/j.asieco.2017.12.006>

³⁵Cheung, T. M., T. Mahnken, D. Seligsohn, K Pollpeter, E. Anderson, F. Yang. *Planning for Innovation: Understanding China's Plans for Technological, Energy, Industrial and Defence Development*, University of California, Institute on Global Conflict and Cooperation. (2016), Report prepared for the US-China Economic and Security Review Commission.

³⁶<https://www.silkroadbriefing.com/news/2019/06/20/belt-road-initiative-india/>

³⁷Ravallion, M., & Chen, S. (2011). Weakly Relative Poverty. *The Review of Economics and Statistics*, 93(4), 1251–1261. https://doi.org/10.1162/REST_a_00127

³⁸Gaukrodger, D. “Foreign State Immunity and Foreign Government Controlled Investors”, OECD Working Papers on International Investment, 2010/02, OECD Publishing, Paris, (2010).

³⁹Geda, A. Scoping study on the Chinese relation with Sub Saharan Africa: The case of Ethiopia, AERC Scoping Studies on China-Africa Economic Relations, (2008).

⁴⁰Gu, J. China's private enterprises in Africa and the implications for African development. *The European Journal of Development Research*, 21(4), 570–587, (2009).