

# ReSILKROAD

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ReSILKROAD

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# INTRODUCTION

**Mehmet BULUT<sup>1</sup>**

Silkroad was not only trading road but it was a road that linked the world cultures and civilisations. The lands of the Ottomans and modern Turkey were on the main cross roads of the historical Silkroad between the East and West. Turkey officially launched an undersea commuter train (the *Marmaray*) connecting the Asian and European sides of Istanbul on Tuesday, 29 October 2013. It seems that the *Marmaray* is more than just a Turkish project to improve public transportation in Istanbul, but part of the Silk Road, which has served humanity for centuries, connecting Asia and Europe. Moreover, this project will revive historical Silkroad in global perspective.

The purposes of the first three papers of the book are to analyse the pattern of globalization which took place in several regions of Eurasia from the seventh to the twelfth centuries, using silk as a thread of cultural and economic interaction in the context of globalisation process today. Nicola Di Cosmo presents A Note on the Formation of the “Silk Road” as long-distance exchange network. Debin Ma discusses the Silkroad by asking the question how the World was connected and developed.

Globalisation generally refers to the increased interdependence of the world’s economies signified by the circulation of information, money, people and goods across national boundaries. It has of late, given rise to the domination of world’s market by a selected number of transnational corporations. However, since time immemorial,

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different countries were related to one another through geographical spread of ideas, social norms and trading commodities. This pre-modern phase of globalisation is known as archaic globalisation. Silk Road is an instance. It is a network of interlinking trade routes or silk routes across the Afro-Eurasian landmass which carried silk in the main to and from China was the first producer of silk in the world. Since second century B.C., China exported silk to different countries as far as the countries on the Mediterranean Coast along different routes. Nowadays China is also planning to make some investment to revive “the New Silk Road” that will run through Central Asia and continue into Europe facilitating improved transport and trade.

The globalization process created by interactions and exchange of commodities, culture, technology and religion in the ancient world sought to enrich the world without destroying its cultural diversity. Although our ultimate goal here is analytical, much of the methodology of writing involves narrative. This is because the sequence in which the events happened provides a necessary context for explaining the process of the then globalization. The long passage of time since 2nd century BC to 1400 AD witnessed numerous event of the then global importance. At the outset there was the interaction between China and India, significant because of the role of Buddhism. Then the Christian world’s reception of the Chinese silk has to be taken into account. The advent of Islam shook the global balance of power and the silk trade thereby went through a change. The Islamic empire rose as another centre of silk culture and served as both a block and a link. The brisk trade along the Silk Road continued till the advent of mercantile capitalism in Europe in the fourteenth century keeping these in the mind, the paper proposes to study the Silk Road and the nature of trade through the changing times across the emergent events of history as well as the thread of economic and cultural interaction thereof. The study of silk and Silk Road is thus a model of globalization and sustainable development. It symbolized global economic and cultural networking based on mutual interaction and cooperation. Moreover it is an instance of sustainable development where a commodity like



silk has transformed itself from status symbol controlled by the government to a free commodity, through the interaction of different civilization. Ramesh Chandra Mukhopadhyaya and Mousumi Ghosh also analyse silk road in a globalization perspective.

Mesut Idriz discusses the Silkroad as the region of peace, collaboration, and trade connections between the East and Southeast Europe. The South and Southeast Europe is an ancient historical region. As a consequence of its geopolitical position, through the ages, the region displayed a distinct historical and socio-cultural homogeneity. A history of this part of the world in general is an inseparable part of the famous Silk Road. The common history of this connection is found in many documents, books, notes, monuments and various other historical facts. Since the ancient times, this region with its geographic location held strategic importance as a crossroad linking the Adriatic coast on the west and the Aegean coast to the south with the Bosphorus on the east and the Danube River to the north. It proved to be more important during the later periods, especially Ottoman rule, where it played a significant role in the socio-economic and politico-cultural life of the Southeast European region. These developments would have been impossible to be achieved without the famous Via Egnatia which was a connecting road of the then globally known the Silk Road, which was a continuation from the world of East towards the West, and in this case particularly continuation from the Byzantine, and later the Ottoman capital Istanbul/Constantinople through Thrace, to Durasso and by the Adriatic Sea to the Roman Empire, ultimately to Europe. Therefore, this paper will try to highlight some of the significant pace of the connections between Via Egnatia and the Silkroad.

Bejtulla Demiri discusses Silkroad in international relations, modern politics and multiculturalism approach. Silkroad is the name of broadcast roads of caravans which main goal was connection of Middle East states with East Asia. The notion "Silk Road" represents totality of trade roads between China and West and after this name is hidden very complex reality. As a term, Silkroad is accepted every-

where in West and East. Trade with silk become symbol of connections between east and West, this symbol creates different myths and legends, together with the silk sometimes was hidden different others products. He tries to explain various aspects of Silkroad, multiculturalism, different religions and ethnicity, collaboration coexistence and integrations. He uses the method of comparison, and compares what were real reasons of connections and integrations of societies in that period, and how can be revitalize this value in the present times. Silk Road today maybe has only a romantic, adventurous meaning. But it attracts an increasing number of tourists in these isolated areas. It is very clear potential tourism of these areas, resulting in restoration of various buildings and cultural monuments along the Silk Road, and taking care of these facilities to have official instances. However, apart from the archaeological and historical value, the Silk Road had a chance to rediscover the identity of the people of Central Asia. Restoration and protection of these sites is not only respected for the past, but also turning towards the future of Middle East states with East Asia. Implications of the study will show potentiality for integrations of societies in western part of Eurasia, including Central Asia, the Caucasus, Turkey, Eastern Europe and the Baltic Sea region. The spirit of Silk Road will be used as a political and economical model for these nations. Connectivity in the region will realize physical communications linkages providing considerable boost to economies by expanding prospect of trade, travel and linking people. Economic initiatives reinforce political integrations and long term globalization. The force of Silk Road will convert regional competitions into regional cooperation. Economic and trade integrations of the Silk Road is to lead political integrations and overcome traditional security apprehension. Multi model linkages include sea, rail, road, river water, power lines and gas pipelines. Connection of people and cultures and participation in the commerce of Silk Road nations by reclaiming the heritage of the Silk Road, in the region, once again, play an important role in the cultural, political and economic life of the global community, and international relations.

Sahavet Gürdal, İlknur Bilgen and Fatma Tuğba Dursun have realized a research on determining the regional market potential of the transportation corridor TRACECA. It is a necessity to maintain the physical flow of the goods in a fast, reliable and safe way when it comes to the worldwide trade. The transportation corridors which have a critical role in the economic integration; make the realization of the logistics functions at the desired level possible and contribute to a healthy trade both in internal and external terms. TRACECA, which is a transportation corridor formed in EU leadership in order to connect the CIS countries to Europe via Caucasus and Black Sea, can be considered as a reflection of the silk road, one of the most important trade roads of all times. Turkey, as a TRACECA member, has the largest highway transportation fleet on this route. Turkey has many connections to the corridor through road and rail, air transport and shipping. In this manner, TRACECA is a factor which will have a positive effect on the trade volume of Turkey with the other members. On the other hand, the infrastructure, legal arrangements, costs and time are the main areas which can create problems for the transportation corridors. The primary goal of this study is to determine the current situation to exhibit the trade volumes between the countries. Besides, it is aimed to contribute to the determination of the policies and strategies which will be applied in terms of increasing the future trade volume, efficiency of the corridor and sharing the acquired added value. In this study, in addition to the theoretical structure, in-depth interviews will be performed with the formal institutions, non-governmental organizations and the private sector representatives that provide service heavily in this route and expert opinion will be used. Mehmet Bulut presents a general view on the economy in the Ottoman world and their roles in the long-distance trade in the early modern world.

Akhlaque Ahmad Ahan discusses the great Sufi poet and mystic Mawlana Jalaluddin Rumi and the Silk Route. Rumi's poetry, philosophy, message and teaching has been inspiration for the whole humanity for over seven centuries, but the greatest imprint of his personality

can be seen on the region traversed by the silk route. This region, unlike the West where Rumi mostly discovered in recent time; besides popular renderings which created the appreciation of Rumi the mystic, boasts the great understanding of the religious and spiritual traditions from which the great mystic emerged. The proposed paper aims to encompass the spiritual and intellectual voyage of Rumi during his life time as well as the virtual journey of his legacy afterwards in the region. Besides, how his legacy has left its mark on the different and diverse facets of intellect and life in referred part of the world. This specially includes his poetry, mystic writings and traditions, and the writings of those of the region who followed the path of Rumi, and to mention a few among many of mystics and poets are like Jami, Bu-Ali Shah Qalandar and Iqbal.

A.H. Parizanganeh concerns the Silkroad in Iran. The existence of many different races in Iran make Iran a good research ground to examine whether ethnical variations exist in personal concern for environment among different races. This study was thus designed to investigate whether ethnical differences existed in personal concerns for environmental quality, and participation in sustainability initiatives. The main objective was to investigate factors affecting attitudes and behavior of Iranian residents towards environment and also to identify relationships among variables influencing personal concern for the environment, environmental education and environmental behavior. To derive a representative sample, the research population was selected from all 30 provinces, including all different ethnics living in the country, both gender and their place of residence (urban as well as rural). The categorical data for several environmental variables including age, education, race, gender, and levels of personal concern for environmental quality were then tabulated and analyzed. An analysis of the attribute data revealed distinct ethnical variations in personal concerns for environmental quality, with respondents from certain areas with a unique racial concentration expressing higher concerns for environmental quality, and greater willingness to participate in sustainability practices. The results highlighted that concerns for en-

environmental quality were very high among individuals belonging to certain races. Spatial overlays suggested that this could be attributed to one or more of the analyzed variables, among them low levels of educational attainment, racial distribution in the country, and a low percentage of respondents with adequate knowledge of sustainability initiatives and practices. Some areas throughout Iran were identified as having low concern for the environment. These areas should be the focus of spatial targeting and effective environmental education programs in order to raise environmental awareness and participation in sustainability initiatives.

Bilal Kassami gives an approach of westerners toward the Silkroad. In order to clarify this topic, we should look back to the Middle Ages and we have to analyze the socio-economic circumstances that dominated in Europe, and put this under the socio-economic circumstances that dominated the civilized world of that time. And here, based on historical data, we can conclude that in medieval era Europe was in a miserable and hopeless position. This socio-economic position on the one hand and being nearby to an empire that had reached the highest levels of socio-economic development of the time, on the other, had double effect on Europeans: one was that they weren't hoping to get out of this underdevelopment and miserable condition by relying on domestic resources and potentials, while the other was that the confrontation and conquering an empire, as it was the Ottoman Empire, was unimaginable. In this social position the Europeans needed a big idea and high motivation to get out of this hopeless situation. In the Western (European) worldview during the Middle Ages, the East (presenting Ottoman Empire) gradually turned into a world where there was fabulous treasure. Not incidentally, numerous expeditions have been launched by the Westerners since the Middle Ages in order to discover and grab this treasure. Given the fact that in this period of time almost all the distance of the Silk Road extended to territories dominated by the Islamic civilization which was administered by the Ottoman Empire, for Westerners the realization of this dream was impossible.

But, what happened in the meantime? The West and Westerners from being an underdeveloped nation and divided nation into many principalities, by misusing the people's greed to become opulent easily and quickly and the misery of European population at that time, managed to stir a spark which shortly after became a flame that engulfed the whole world. Did Westerners discover this mythical treasure by exploring the Silk Road? The answer could be either *yes* or *no*, depending on our approach. The answer is *no* if we analyze the historical data literally. They never discovered such a treasure. But, if we read historical data carefully and if we analyze what happened from then till today, the answer would be affirmative. From this time distance, the Westerners succeeded in becoming masters of the whole world through the concept of the Silk Road. By exploring the Silk Road and searching for an alternative path to the east, the science of geography achieved sensational discoveries. Westerners reached India and China, but not by using our route of silk; thus, by discovering new paths, they also reached America and Australia. They surely did not discover this mythical treasure stored in any location in the East, but by grabbing everything from the newly discovered countries for a short period of time and by accepting the most advanced scientific knowledge of the time from Muslims, they are the most developed countries of the world today.

Issa Ziddy elaborates the famous southern end of the silk road and he presents Zanzibar's role in shaping the world religions' map in the region. The whole of the East African coast from Mogadishu to as far south as Mozambique and the East African islands was once known as Zanzibar. Evidence shows that traders from the Yemen, the Shiraz region of Iran and the Western Indian coast have traded all along the Zanzibar coast of East Africa since at least the 1st century AD. Through a network of trade routes, Zanzibar was linked with huge areas of Asia, the Mediterranean and Europe. Zanzibar was not particularly rich in the resources the traders sought, but due to its sheltered harbour it was an ideal base for trade with the mainland. As a centre of cross cultural exchange, Zanzibar not only realized remarkable economic growth and

saw the creation of both new land and sea trade routes; it also received different missionary groups from distant lands, thus coming into contact with all world religions. During the time of the monsoon, the sea was a medium of transport and means of exchange commodities, ideas and beliefs. The spread of Buddhism, Hinduism, Judaism, Christianity and Islam, which were known for strong religious beliefs, was the best example for the spread of religion on the maritime Silk Road. This paper examines how Zanzibar became a centre of world religions as well as a shaper of religions in the region.

The present study will employ the desk review of related historical literatures. It will concentrate on extensive reading of documents relating to the development of Zanzibar as a commercial and religious centre. In addition, it will follow-up Zanzibar's relations with Silk Road countries in terms of their role in the development of world religions in Zanzibar.

The development of trade in East Africa and the emergence of Zanzibar Town as a business centre especially from the early 19<sup>th</sup> century onwards attracted missionaries from all over the world. However, the majority of immigrants were Muslim scholars from South Asia, Yemen and other parts of the Arabian Peninsula as well as the East African coast. Zanzibar thus became an important centre of Islamic learning with scholars of different religious orientations and traditions. Zanzibar also became an example of religious tolerance in the region. This attribute convinced religious scholars of different origins of the world to visit Zanzibar and make it a transit centre to the African interior. Being at the southern end of the maritime Silk Road, Zanzibar's role as a centre of trade and religious activities in the region affected not only the economic and religious sectors of life, however, but had multiple impacts: social life, culture, music and language were affected as well, as is attested, for instance, by numerous loan words in Kiswahili from many different languages such as Arabic, Gujarati, Persian, German, English and even Turkish. The overall effect of this development turned Zanzibar in the 19<sup>th</sup> century in a truly cosmopolitan city.

The paper of Jasmina Ćiric seeks to explore silk dress code in Medieval Serbia as one point on the Silk Road. Having in mind that silk dress code was obligatory power base in Byzantium and Medieval Serbian society, interesting topic to explore are numerous represented ornaments and its interpretation in a hierarchy of silken splendor across social, artistic, religious, economic and political boundaries. Numerous ornaments preserved at portraits of Serbian nobility show, above all, that they possessed an entirely well defined awareness of their political position in the universal order of Byzantium. Similar patterns in silk, double headed eagles, Life Giving tree, hearts, cross ornaments were at work in the acquisition of silks by secular and ecclesiastical bodies. These patterns of selection were governed not only by fashions of the time, but by access to international trade routes leading to the Great Silk Road linking the Serbian nobility with the medieval concept of Silk Road via Constantinopolitan patterns. Synchronous to Constantinopolitan dress code, Serbian nobility ascended towards numerous dress symbols principles of hierarchy, the knowledge of the Divine based on comparisons of the Earthly and Heavenly court which was pronounced as much elsewhere during the Middle Ages. The higher ranks of Serbian nobility in 14th century often engaged in the thought of equating the splendors of the Celestial court with the splendor of that on earth, an idea which had its origins in believing that man is similar to God and human dress is of divine origin. Nobility dresses possessed Life Giving Tree and Fleur de Lys motives as symbol of Flowers of Incorruption made in silk. These motives, which were synchronously painted both on donor dress on the portrait in the interior and constructed in the brick on the exterior surface of the wall in the same building sometimes, through different medias, silk and brickwork ornaments were expressive modes of multisensory spatial, religious reality, economy of Salvation, the aim of every noblemen. It was celestial order, image of the ancient biblical metaphor “My soul rejoices in my God. For he has clothed me with garments of salvation and arrayed me in a robe of His righteousness, as a bridegroom adorns his head like a priest, and as a bride adorns herself with her jewels“ (Isaiah 61:10).



Semsudin Plojovic, Suad Becirovic, Senad Busatlic and Enis Ujkanovic focus on the case of Serbia in terms of possibilities of application of Robinson Crusoe example and the theory of closed systems in the theory of economic development in countries in transition along the silk road. They discuss problems of economic development of countries in transition and ways to overcome these problems. In the beginning of the paper authors define basic concepts that will continue to be used in the analysis of theory of economic development. In the next part, authors list the key components of a given theory to be used in the formulation of development strategies of developing countries. In addition, authors present the current situation of developing countries and especially the countries of Southeast Europe and the Balkan countries. And at the end, a theoretical assumption should lead to economic planning in these countries, while maintaining attention to the problems of unemployment and inflation, as well as the distribution of wealth.

Kamal Asif and Mohammad Zafar Iqbal attempts to acquaint an analytical study, comparing the economies of Silk Route. The study presents an outlook of energy sufficiency and environmental sustainability at the time when traditional sources of energy like coal and petroleum are exhaustible and potential of renewable or clean sources of energy is very high. Clean environment is essential to life and good health. There is a continuous move of the nations toward renewable sources of energy because of the availability of more options and seeking environmental security. The study finds out that, there has been significantly less progress in managing the environmental sustainability as compare to energy development, in the countries. But the need of the date is to take both aspects in an analogous way.

Muhidin Mulalic and Mirsad Karic discuss the Western Balkans geopolitics and Russian energy politics. The Energy politics is today at the center of the Russian and the Western Balkans relations. It is widely known that Russia has been playing significant role in world energy supply. Therefore, Russian energy companies have taken a leading role in the promotion of their businesses in the Western Bal-

kans. The Western Balkans region has become geostrategic partner as a transit route for the integration of Russia into the global energy world market. With regards to the transportation of gas Western Balkans as a transit route is determined to fully realize *South Stream* project. In contrast to “a buffer zone” role, in the past few decades the Western Balkans gained an attention from Russia and became an important geopolitical bridge towards Western Europe. Such geopolitical and geostrategic planning of Russia is apparent with regards to gas and oil. Due to Russian *South Stream* gas pipeline project the Western Balkans became an important European energy transforming center. These new geostrategic games over the pipeline have also revived the Russian historical interests in the Balkans. This paper aims to analyze Russian-Western Balkans relations with special emphasis on energy politics and geopolitical and geostrategic interdependence of Russia and the Western Balkans.

Giray Sadik discuss Turkish foreign policy between Euroscepticism and Eurasian alternatives. Euroscepticism has been growing among Turks in recent years. As a result, the EU has become the target of harsh critiques instead of target for accession. To what extent Turks’ increasing anti-EU attitudes are likely to influence Turkish foreign policy in the years to come? On the one hand, have the disillusionment with the EU pushed Turkey to search for Eurasian alternatives? On the other hand, has the Turkish government decided to put forward its Eurasian options as a bargaining leverage against lagging EU-accession negotiations? All in all, does the fact that Turkey has been experiencing problems with the EU offer viable Eurasian alternatives for the future of Turkish foreign policy? What are the likely policy implications of such alternatives for Turkey’s relations with its partners in Europe, the United States, and the greater Middle East? Addressing these questions requires multifaceted analysis of the relationship between growing public Euroscepticism among Turks and its policy implications for Turkey at domestic and international levels. Ahmet Kesik analyses economic and commercial relations between Turkey and fast growing economies of East Asia.

The purpose of the paper of Agim Mamuti is to provide a general overview of the relations between Republic of Turkey and Republic of Macedonia, with a special reference to the economic relations. In terms of fulfilling the given goal of the paper, a variety of scientific and research methods and analyses will be used. The empirical approach of this paper will aim to present the economic cooperation and the signed agreements between the two countries within the last two decades. The comparative analysis will be in the focus of comparison of the different experiences of economic cooperation of Macedonia and Turkey with the countries in the EU and Balkan region. Turkey and Macedonia have maintained strong bonds of friendship based on common historical and cultural roots and shared values, since the inception of the independence of Macedonia. Turkey is one of the important stakeholders in the economic sphere of the Balkan region and Macedonia, but its economic ties with the region are certainly below its potential. Desirous to develop and strengthen friendly relations, especially in the fields of economic cooperation and trade, with an aim to contribute to the progress of economic cooperation between the two countries and to increase the scope of mutual trade exchange, Turkey and Macedonia have declared many times their readiness to undertake activities with a view of promoting harmonious development of their trade as well as of expanding and diversifying their mutual cooperation in the fields of joint interest. However, the main results of the research shows us that Turkey is one of the important stakeholders in the economic sphere of Macedonia, but its economic ties with this country and the region are certainly below its potential beside the will and the readiness of further economic cooperation.

Turkey has experienced a rapid economic and social development. In recent ten years under good and high leadership, Turkey has become a model country, for the nations of Balkans, Middle East and Central Asia. First time, in its republican history, Turkish government started to take a leading role for the regional politics. Suddenly Turkey faced with Taksim Gezi Park events in 2013. Fehmi Ağca and Shener Bilalli focus on the impact of Taksim Gezi park events

on the perceptions of people in the Middle east and the Balkans. The economic success of Turkey paved the way for starting global transportation projects, such as a new airport in Istanbul and a new ship canal connecting the Black Sea and the Marmara Sea. These positive developments in Turkey might cause some negative reflections in the Western world. The western media criticized very strongly the Taksim Gezi Park events, because of the removal of only a dozen trees in the context of renovation of the parking area. The nine hours live broadcasting by the CNN International was especially remarkable.

During the negotiation with the Prime Minister, the demands of the committee representing the demonstrators were so interesting, particularly those about the cancellation of the projects of the third bridge over Bosphorus, the new airport and the Istanbul Canal. These types of demands naturally created the suspicions about the sincerity and real intentions of the demonstrators. On the other side, the symbols which were used by some demonstrators have given us some hints for the instigators and powers supporting the events.

Ubaid Mushtaq concentrates on the political economy of intra-Kashmir trade. In last six decades political analysts, scholars, statesmen have mainly analyzed and focused on political dimensions of the Kashmir problem. However, unfortunately much important economic dimensions of the problem have received less attention or have been somewhat deliberately neglected. Intra-Kashmir trade or cross LOC trade explores such economic dimensions and address the lack of economic content in thinking on Kashmir. This paper reviews the historical significance, potential sectors and routes of trade through an extensive review of secondary evidence. It also explores the potential for and obstacles to intra-Kashmir trade and make an attempt to analyse its economic and political logic for state, its augmented potential of growth. Furthermore the amplified gravity model aiming to analyse Intra-Kashmir trade empirically is also used. Given the analysis of trade data and other figures it's likely that intra Kashmir trade would have a significant effect on political and economic aspects and will be beneficial for both sides of the region.

Melanie Stabauer and Irfan Arikan present a general picture on Unesco World Heritage Sites. Dr. Ganic discusses the integration of Western Balkan economies. In the last decade of the twentieth century, the process of internationalization of production and trade has been intensified. It is a process of opening of national markets in terms of free flow of goods, capital and labor. Moreover, it contributes to sustainable development by offering better conditions under which goods are produced and traded. From the moment of independence countries of Western Balkan have chosen to become democratic societies followed by other advanced transition countries. All countries of the Western Balkan (WB) have accepted the market economy as the basic orientation and long-term perspective of their social and economic development. This fact constant of the new economic reality in the WB region had certain significance to their further development. The main objective of this paper is to show the effects of globalization on the level of integration of the WB in the global economic flows. This paper uses a cross-country comparison methodology and examines the following aspects: progress made with capital account liberalization on the economy of Western Balkan region, what are the changes in the structure of trade, as well as the involvement of these countries in the global financial system. The process of trade and capital-account liberalization enabled transitional countries to gradually integrate into international trade and financial flows at the end of the 1990s. The effects of such processes have been demonstrated in increased inflow of foreign direct investments, increasing international trade and increasing foreign exchange reserves.

The findings and discussion presented in previous sections of this article ends with conclusions that the WB countries achieved significant progress in the reorientation of trade and start the process of reintegration into the international financial flows. From an economic point of view, the past decade has shown that all the WB countries largely depend on their cooperation with the EU, either through foreign direct investment, loans or grants. Effect of geographic proximity is an important factor that influenced on high level trade exchanges

with the EU gave companies from EU a major competitive advantage in initiating the international expansion of their activities in neighboring countries (WB region). Thanks to the reforms and the promising economic outlook region of WB become a place where investors with regional ambitions had the greatest potential for cross border expansion. This is especially important in the context of the region's aspiration to join the EU.

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