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AZERBAIJAN REPUBLIC ON THE WAY OF REALIZATION TRACECA PROJECT: PERSPECTIVES AND ITS BENEFITS

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Abstract

In article is investigated to participate of Azerbaijan in different projects also Traseca ,is lighted historical stages to restore Silk way ,its base principles and strategy meaning for sovereign Azerbaijan, also is given analysis dynamic consignor of goods between countries Silk way in 2002 and 2012 years.

On conclusion is consisting that realized these projects stable economical power of sovereign republic, improve geopolitical and geostrategy meaning of Azerbaijan Republic as transit main between East and West and as state head of south Caucasian.

Keywords: Silk way, transport corridor, geostrategy, geopolitical, reconstructed, proje.

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Özet

Azərbaycan Cumhuriyyəti Traceca Projesinin Gerçəkəştirilmesi Yolunda: Başarı ve Beklentiler

Makalede, Azərbaycanın “TRACECA” dahil çeşitli projelere katılımı araştırılmış, “İpek Yolu”nun tarihi safhaları, onun temel ilkeleri ve bağımsız Azərbaycan için onun stratejik önemi açıklanmıştır. Aynı zamanda 2002 senesinde “İpek Yolu” ülkeleri arasındaki emtia devriye dinamiği analiz edilmiş ve 2012 yılına kadar ülkede tarihi “İpek Yolu”nun onarımı ile ilgili gerçekleştirilen işler genel bir şekilde aktarılmıştır.

Son bölümde, bu projenin gerçekleştirilmesiyle Azərbaycan Cumhuriyyəti'nin ekonomik gücünün arttığına, Doğu ve Batı arasında transit ülke ve Güney Kafkasyanın lider devleti olarak Azərbaycan Cumhuriyyəti'nin jeostratejik ve jeopolitik konumunun arttığına değinilmiştir.

Anahtar Kelimeler: İpek yolu, ulaşım koridoru, geostrateji, jeopolitik, yeniden yapılanma, proje.

Introduction

Action Silk Way continued before from our II-century to our century XVI century. Silk Way termine is seemed at the first time in 1877 Germany scientist Rixtgoffen ‘Chin’ . This way made a scientific-culturuly-economy role in people life. In 1993 Brussel Traceca programme is created. Azerbaijan Republic when begin freedom started Europe Committee Traceca projects active role seemed.

Deep sociopolitical events occurred at the end of the XXth century in the post-Soviet space and the process of globalization in the world, made possible for to peoples to gain their liberty and form their independence states. Newly independent states could be introduced to world-wide values, enriching its national and intellectual values. Azerbaijan in such conditions, relying on universal experience and free market economy, began to build its political and economic relations with the countries of world on the new basis, mutually beneficial bilateral agreements, began to participate actively in the integration process. Conclusion of petroleum contracts with the leading world oil-producing companies and the restoration of the Ancient Silk Way played enormous role.

It is necessary to note that, the idea of the restoration of the Ancient Silk Way arose in the eightieth years of XXth century. In this connection UNESCO set up a special commission, however, political conditions those days and the opposition of two systems did not make possible for the realization of this idea. Soviet totalitarian regime kept under its control not only the economic potential of the Caucasus and Central Asia, but also it did not give the possibility to the countries of region to establish economic ties with other countries.¹

After the disintegration of the Soviet Union Azerbaijan sharply perceived on itself the problem of disturbance of traditional economic ties and transport blockade. For this very reason the government of Azerbaijan first supported the program of the EU TRACECA and it began active operation on integration into this project of the century of its present regional participants. The result of this tedious work became the reanimation of regional transport and communication line collaboration, the reception of measures for the development of trade, cargo shipments, and also the creation of influential base for the large investments in the transport infrastructure. TRACECA in the essence became the way of life, led to the noticeable reanimation of the economy of region, as a whole, and Azerbaijan, in particular. The first stage along the path of the realization of the grand project of century became Brussels conference held in 1993, the reception of program TRACECA.² The goal of this program was the following: 1. political and economic support of newly independent republics by their output to the European and World Markets through the alternative transport routes; 2. to contribute further regional collaboration between the participating countries of program TRACECA; 3. the rendering of maximum assistance via the realization of project TRACECA for the attraction of International Financial Institutions and particular investors; 4. to contribute the optimum integration of international transport corridor Europe-Caucasus-Asia "TRACECA" with the trans European networks.

1 A. Aliev, A. Kasymov, N. Kasymov. **Silk Road - This is the Path of the Progress of Humanity**, Baku 1999, p. 21 (in azerb.)

2 The newspaper "Khalg", 6 September 1998.

Analyses

The big role in the research of the problem played the statements of Heydar Aliev's³, H. Hamidov "Great Silk Way in international relationship of Azerbaijan"⁴, "The role of Silk way in internal economical relationship of Azerbaijan"⁵, N. Arabov "The Great Silk Way and its reconstruction"⁶, R. Mirzaev "The Great Silk Way :the realities of XXI century"⁷, "Geopolitics of Great Silk Way"⁸.

It is necessary to note that the leadership of republic realized a number of measures for restoring the Ancient Silk Way. For example in May 1996 in the city of Serakhs, Turkmenistan, on the initiative the leaders of four states - Azerbaijan, Georgia, Turkmenistan and Uzbekistan was the negotiated agreement on the regulation of transit shipment, which provided for the agreement of legal and tariff policy, maximum assistance to the transit of loads, problems on reduction in the tariffs to % 50 and also, free passage and the safety of loads. In December of the same year in Odessa the leaders of Azerbaijan, Georgia and Ukraine signed agreement on the creation of transport corridor.⁹ From this of time the transport corridor began to act. In the realization of project TRACECA great significance had Baku international conference on the revival of Silk Way held September 7, 1998. In the conference participated the representatives of 32 countries of world, 13 international organizations

3 H. Aliev, **Azerbaijan Oil in the World Politics**, Baku 1997; H. Aliev, **The way to Independence**, Azərbaycan University, Baku 1997, II part; H. Aliev, **Independence Endless**, 4th book, Baku 1997; H. Aliev, **Independence is Endless**, 17th book. Baku 2006; H. Aliev, **Independence endless**, 18th book. Baku 2006.

4 H. Hamidov, **Silk Way in the East-West Content**, Baku 2006.

5 H.Hamidov, "Great Silk Way in International Relationship of Azerbaijan".

6 **Ibid.**

7 R. Mirzaev, "Great Silk Way: realities of XXI century" M: 2005.

8 R. Mirzaev "Geopolitics of Great Silk Way" M: 2004.

9 T. Gaffarov. Azerbaijan Republic in 1991-2001 years. Baku, 2001, p. 220 (in azerb).

including the delegation of the United Nations, the European Commission, the organizations of Black Sea economic collaboration, CIS, International Sea Organization, the World Bank, Europe Reconstruction and Development Bank, Islamic Development Bank, International Union of Drivers, OSCE, the Organizations of the collaboration of railroads and the head of 9 states. The work of conference was illuminated by 210 press representatives of 20 countries of world. In the course of conference was signed “basic many-sided agreement about the international transport” on the development of corridor “Europe-Caucasus-Asia” and also accepted Baku declaration and final communique.¹⁰ 11 participating countries and the representatives of the EU affirmed during the years 1998-2000 14 projects, for the sum total of 20 mln. ekyu. Azerbaijan participated in 7 projects with the cost of 11,3 mln. ekyu. Three of them provided for the rehabilitation of the ferry-boat terminal (period 6 month; budget to 250 thousand ekyu) and petroleum moorages (period of 6 months; budget to 250 thousand ekyu) and the preparation the boilers for washing and poultice of the railroad tank cars (period of 6 months; budget 500 to thousand ekyu).¹¹

In 1995-1998 EU realized 13 engineering and 2 investment designs, in 1998-2005 realized 6 investment and 17 engineering designs of assistance in Azerbaijan.¹² The basic financial donors of the realization of the prepared projects became the EU, the European Reconstruction and Developments Bank. For the development of Baku international seaport along the line the EU 4 were examined projects on the competitor basis and were isolated with 4 million dollars of the USA.¹³ On the carried out tender conquered German Institute of the port and transport management “GPTI” from Hamburg and

10 The newspaper “Khalg”, 9 September 1998.

11 A. Mamedov, N. Arabov. Baku international seaport - the sea gates of Azerbaijan. Baku, 1998, p. 16 (in russian).

12 Periodical Traceca 1993 – 2004 years. Materials of a Constant Secretariat of the Intergovernmental Commission of Traceca (CS. IC Traceca) for 1993 – 2003 years, pp. 40-43, 52-53.

13 A. Mamedov, N. Arabov, it is indicated. p.19

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company “Ramboll” from Denmark. German company (GPTI) worked in Baku one-and-a-half years. During this time they conducted the education in up-to-date methods and the practice of control of port marketing and commercial relations. Two groups of the leading engineering and technical personals were sent for the acquaintance such of the matters for the leading European ports. Consultants also developed the general plans of the development of port, which covered the forthcoming reconstruction of ferry-boat terminal and first cargo terminal.¹⁴ Since February 1998 work on the building of the up-to-date multimodal container terminal.¹⁵ Has been conducted by German Construction firm “Gabeq”.

Project “TRACECA” had high strategic value for Azerbaijan. First, participation in this project opened the great opportunities of integration into the world economy and the expansion of economic transport connections with Europe. Second, created the possibility of the transformation of our republic into the international transport assembly between the West and the East third, the participation of our country in the realization of project “TRACECA” posed the problems of reconstruction and rehabilitation of highways, iron road complex, reconstruction of ports and terminals, strengthening the material and technical base of sea transport, the acquisition of new vessels, rehabilitation of customs points, the development of connections, which in turn contributed to the development of national infrastructure, transport system of republic and gave powerful pulse for strengthening of the economic power of the country.

Today the attention of the world community is concentrated on the restoration peace. Azerbaijan with its advantageous geopolitical position, rich resources becomes the necessary transit assembly in this way. Now Silk Way converting into the factor, which determines the development of the peoples of world in the XXIst century. And this is non accidental, first in the countries, begun to operate the realization of the transport communication line and commercial and economic spheres TRACECA project, are concentrated more

14 Ibid, p. 3.

15 Ibid, p. 32.

than 2/3 economic potentials of planet. Here live more than 2 billion people, i.e., 1/3 population of the terestial globe, and the totality of their territory is 48,7 mln sq. km.¹⁶ Second, the economic interests of more than thirty states of world. Thirdly, the being revived Silk Way has great significance in the solution of the global issues of the present, since, in the first decade of the XXth century the population of peace will reach 10 billions and respectively will increase the consumption of energy carriers by % 47.¹⁷ Under these conditions Azerbaijan by its rich energy carriers and advantageous geographical conditions becomes important strong point in the joint of Silk Way. The use of its energy potential completely and rationally becomes objective need for the stable and dynamic development of the economy of the countries of world.¹⁸ American senator Sam Brown in his presentations, dedicated to the problems of Caspian region said that Caspian region on its natural gas potentials stands in the third place after Russia and Near East, its cost composes 4 trln. dollars¹⁹.

Eurasian transport corridor can be considered advantageous from all parameters. For example, this transport assembly in comparison with the Northern route is shorter by 2 thousand km. If the delivery of Uzbek cotton to the Ukraine through Kazakhstan and Russia bypasses into 100 dollars for each of tons, then on the Eurasian transport corridor this bypasses into 55 dollars for each of tons, i.e., two times cheaper.²⁰ From the other side climatic conditions make it possible all year round achieve a shipment on the transport corridor. In addition to this, for each ton of transported loads on the territory of republic the budget of the country enter 15 dollars.²¹ TRACECA allows great opportunity for the development Azerbaijan economy. It provides for the building of roads,

16 R. Gasanov. Azerbaijan: transformation and the prospect for economic development //Central Asia and the Caucasus, 5 (17), 2002, p. 201.

17 A. Aliev, A. Kasymov, N. Kasymov. it is indicated. p. 20.

18 Ibid.

19 Ibid, p. 21.

20 A. Aliev, A. Kasymov, N. Kasymov. Heydar Aliyev – a large organizer in the restoration of Great Silk Road //Silk Road, 1998, No. 4, p. 75.

21 A. Akhmedov. The grand project of the 21st Century//Silk Road, 2001,№ 11, p.5 .

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the development of urban transportation and infrastructures, their connection with the European transport networks, reconstruction of boundary passages, bridges, the seaports, the development of the branches of those connected with the transport, the oil and petroleum refining, the expansion of scientific and technical exchange, the discovery new work sites, the expansion of the humanitarian connections. According to the calculations of experts for the reconstruction of transport systems in the republic it is necessary to put 900 mln. dollars. USA, including for the reconstruction of railroad 242,5 million dollars, for the truck transport 108,5 million dollars, for the sea transport of 78 mln., while for the development of road economy 462 million dollars.²²

A large work is conducting by TRACECA in the republic. For example during the years 1999 - 2000 in Azerbaijan-Georgian border was reconstructed Red bridge, realized capital repair on the roads with a length of 59,4 km, medium repair by the extent 22 km, minor repair with a length of 100 km.²³ The bridge with the cost of 650 thousand dollars was put into use in Evlakh, the railroad bridge for the sum of 400 thousand euro, was constructed near Tovuz.²⁴ In addition to this was reconstructed Baku car-repair plant, obtained equipment for repairing the railroad. In the Baku international port was constructed up-to-date container terminal with the cost of 2 mln. Euros.²⁵

In 2002 Azerbaijan highway concern obtained from Japan 21 units of special machines for the reconstruction of road economy.²⁶ It is necessary to note that, along the route of Eurasian transport corridor it plans to build in the republic territory an approximately 1200 km of the roads, corresponding to international.²⁷ At the end 1998 EU isolated into this and other projects 63 mln. ekyu, and the European Reconstruction and Development Bank together with

22 The Newspaper "Khalg", on September 9, 1998

23 Azerbaijan on the threshold of the 21st Century and third millenium. //Silk Road, 2001, s. 8.

24 The newspaper "Khalg", on December 21, 2001.

25 The newspaper "Khalg", on February 21, 2001.

26 The newspaper "Khalg", on February 16, 2002.

27 R. Gasanov, it is indicated. p. 201.

the World Bank of 250 mln. dollars on the territory of republic.

The active participation of our country in the project “TRACECA” led to the radical restructuring and the development of the infrastructure of the transport-road complex of republic. Thus, until 2011 was reconstructed and rehabilitated about 806 km of highways. 460 km of these roads were restored due by the international investments, and 345 km - due to financial support by the government of republic. At present must be reconstructed by 870 km of highways, 749 km due to the credits of international financial institutes. Up to now the credit, obtained for the transport system, was 2,8 billion dollars.²⁸

Besides before 2012 year European Commission realized 80 projects in the country- participants the program “TRACECA” with the total cost of 170 mln . euro. Since 2004 support was to increase secure and also changes made in jurisdiction to increase trading in this region.²⁹

2015 the participant countries of “TRACECA” mainly work on the project to made suitable infrastructure also multi-modal transportation and their integration into Transeuropean corridor .³⁰

Conclusions

Now our planet confidently moves to the new millenium. Humanity learns to live without the wars and without the empires. Under such conditions the functioning of transit paths depends not so much on political, as from economic criteria. Nowadays The now political and administrative borders of the Great Powers are substituted by the zones of economic influence. In the center of world processes stands the approachment of the material and intellectual values of peace, the creation of single economic space. In this, the great significance has the strategic communication line path of the XXth century, i.e., Eurasian transport corridor leading peoples to prosperity, social and economic progress.

28 R. Mirzaev “ Great Silk Way: realities of XXI century” M: 2005.

29 <http://1news.az/economy/20120229113808852.html>.

30 <http://www.traceca-org.org/ru/traseka>

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In article scientific is investigated that historical silk way to come conclusion state independence wise and sagacious policy of Heydar Aliyev. In article is investigated to participate of Azerbaijan in different projects also Traseka, is lighted historical stages to restore Silk way, its base principles and strategy meaning for sovereign Azerbaijan, also is given analysis dynamic consignor of goods between countries Silk way in 2002 and 2011 years.

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