

International North South Transport Corridor Instc

A stable and reliable energy supply is of critical importance and enhances resilience against political and economic pressures. As was noted during the NATO Warsaw Summit in 2016, energy developments could have significant political and security implications for the alliance and its allies, as demonstrated by the crises to NATO's east and south. This book presents papers from the NATO Advanced Research Workshop "Addressing Emerging Security Risks for Energy Flows over South Caucasus", which took place in Tbilisi, Georgia, in December 2016. The workshop brought together academics specializing in energy security, practitioners dealing with energy infrastructure, safety and critical energy projects, NATO and EU experts, and representatives from industry, civil society and governmental agencies. The workshop consisted of six major panels, which addressed numerous issues and emphasised the importance of the energy transit function of Georgia and the South Caucasus. It reviewed existing and future energy transit projects and potential flows of oil and power, and debated areas of common interest and forms of cooperation between consumers, producers and transit states. New security challenges raised by the increased threat of terrorist activities and potential military actions were also analyzed. Potential forms of cooperation to provide adequate strategic and tactical safeguards against emerging threats were identified by the participants, and the book will be of interest to all those

concerned with the security of our energy supplies.

EIR RELEASES ROAD-MAP TO THE NEW WORLD ECONOMIC ORDER: THE NEW SILK ROAD BECOMES THE WORLD LAND-BRIDGE EIR's comprehensive study of the progress of the Eurasian Land-Bridge project which Lyndon and Helga LaRouche have championed for over 20 years, has finally been completed. The official release date is Dec. 1. The 374-page report, entitled *The New Silk Road Becomes the World Land-Bridge*, "is nothing less than a conceptual, and often physical, road-map" to a New World Economic Order. This path is currently being charted by the nations of the BRICS (Brazil, Russia, India, China, and South Africa), who are leading a dynamic of global optimism toward real economic development, complete with new credit institutions and major high-technology projects for uplifting all mankind. After an introduction by Helga Zepp-LaRouche, the report lays out the "Metrics of Progress," based on the economic scientific principles developed by renowned physical economist Lyndon LaRouche. It then proceeds region by region, beginning with China and Russia, to present the stunning progress, and plans, which have been made toward the Eurasian Land-Bridge design that the Chinese government laid out in 1996, and other nations have begun to rally behind in recent years. The report, complete with many full-color maps of its featured development corridors, is available in paperback for \$50 and hard cover bound for \$75.

The monograph provides a geographical context of the New Transport Corridor – the

Euro-Asian high-speed railway of Paris-Delhi through the Big and Small Caucasian Ridges, which has more than a century of history and is the main axis of the world, and good-fellowship on two continents. The railway in all countries should be under the authority of and committed to the United Nations organization. The suggestions on how to lay it in organizational, technical and economic terms are outlined.

Iran's role as a regional power is more significant than many in the West may realise. The country lies between Central Asia/the Caucasus and the Gulf region on the one hand, and, on the other, between the Mediterranean/Levant region and South Asia. Many of these areas are of increasing strategic importance. This book explores Iran's role as a regional power, focusing on relations with South Caucasus countries - Azerbaijan and Armenia. It outlines the historical context, including Persia's rule of these countries before the nineteenth century, and discusses Iran's approach to foreign and regional policy and how both internal and international factors shape these policies. The book assesses Iran–Azerbaijan and Iran–Armenia bilateral relations to demonstrate how those policies translate in Iran's regional and bilateral relations. The book concludes by considering how Iran's relations in the region are likely to develop in the future.

The Transport-Economic Role of Iran in the International North-South Transport Corridor
The South Caucasus-centred Transport Hub: The Crossroads of the East-West and the North-South Corridors
Mahir Humbatov

China's Belt and Road Initiative (BRI) is a potential gamechanger for the Central Asia and South Caucasus (CASC) region. CASC countries naturally view this massive development program as a unique opportunity to accelerate their economic development through increased foreign investment, upgraded physical infrastructure, and tighter economic relationships with their neighbors. Yet embracing the BRI is not without risks. Some BRI investments may prove to be fiscally unsustainable, economically and financially unviable, and socially and environmentally harmful. Inadequate cross-border coordination and infrastructure maintenance could render some BRI investments wasteful or redundant. If not proactively addressed, these risks have the potential to leave countries worse off for having participated in the BRI. Policymakers in the CASC region and their development partners, thus, face a daunting question: how to realize the promise of the BRI for their countries while avoiding the pitfalls that lie along the way? This book attempts to answer this question by leveraging the unique insights of development experts in the CASC region. Drawing on the most comprehensive review of BRI investment data conducted to date, this book presents a dynamic policy agenda that is relevant to any country in which China is building the Belt and Road.

The TransNav 2013 Symposium held at the Gdynia Maritime University, Poland in June 2013 has brought together a wide range of participants from all over the world. The program has offered a variety of contributions, allowing to look at many aspects of the

navigational safety from various different points of view. Topics presented and discussed at the Symposium were: navigation, safety at sea, sea transportation, education of navigators and simulator-based training, sea traffic engineering, ship's manoeuvrability, integrated systems, electronic charts systems, satellite, radio-navigation and anti-collision systems and many others. This book is part of a series of four volumes and provides an overview of Transport and Shipping and is addressed to scientists and professionals involved in research and development of navigation, safety of navigation and sea transportation.

In this gripping narrative, Carlo Bastasin reconstructs the main political decisions of the euro crisis, unveiling the hidden interests and the secret diplomacy behind the scene. The European dream was both the rejection of war and the creation of a new spirit of peaceful cooperation. Yet confrontation has been the hallmark of the euro crisis, and national opportunistic gimmicks have driven the awkward attempts to solve the crisis itself. Today, Europe is in a crisis of democracy, which Bastasin has dubbed, "the first War of Interdependence of the global age." Praise for the first edition of *Saving Europe* Bastasin does an admirable job in analysing the euro-zone's economic challenges and is a sure-footed guide through the seemingly endless European Union summit meetings that were supposed to resolve them. He also has an eye for the human detail that makes his sad account of institutional muddle surprisingly compelling. — *Financial Times* Bastasin's book is worth reading for its detailed political narrative of the

eurozone crisis to date, focusing on the interaction among decision-makers in Europe's capitals. — Foreign Affairs A reconstruction that may be considered definitive.

Revelations on the European negotiations are written with talent and go hand in hand with no-esoteric economic analysis and with the right amount of realism to reach the political substance. —Corriere della Sera Anyone looking for general knowledge and deeper understanding of the crisis, I can recommend a formidable analysis by Carlo Bastasin: Saving Europe. The author is a very unusual combination of a qualified economist and driven journalism. —Svenska Dagbladet

India's National Security: Annual Review 2013 comprehensively analyses India's engagement with major world powers, and immediate neighbours in a complex global security environment. It examines India's response to internal and external threats, its foreign policy as well as measures taken for strengthening its economic security.

Throughout history, Central Asia has formed an important strategic link between the East and the West and been described as the 'great pivot' in the early-twentieth century. This book looks at the relations between the Central Asian states and major external powers. It shows how these nations have kept the fragile geopolitics of the region free of the so-called 'New Great Game'. The volume evaluates the roles of major powers such as Russia, United States,

China, Iran, and Turkey, as well as India and its 'Silk Road Strategy'. It also compares the regional geopolitics of Central Asia with its neighbour Caucasus. The study indicates how, despite limited inter-state cooperation, the region has prevented conflicts and wars, due to which these states have been able to enjoy greater strategic autonomy in their dealings with other countries. The book will benefit scholars and researchers of international relations, political and strategic studies, area studies, and Central Asian studies apart from the interested general reader.

This book provides information on the ongoing transformation of the Eurasian region, offering a theoretical background and a discussion of the security complex characteristics of Eurasia, the roles of the "New Great Game", and recent opportunities and challenges in the region, such as the new Silk Road. It examines the changes that are taking place beyond the dissolution of the Soviet Union, independence, and the energy and security parameters in the Eurasian region. Eurasia, with its various historical, geographic, economic and socio-political characteristics, its energy resources, transportation routes, and unsolved conflicts, is a region undergoing dramatic and complex change. The book also analyses the background of the desecuritization and integration of the region, exploring the geographical, economic and socio-political characteristics of the

region and the nature of the involvement of both regional and external powers. It explains NATO involvement in the region based on an analytical “Great Transformation” framework.

This book examines India’s relationship with Iran since the post-World War II period and its unique search for meaningful bilateral ties in the West Asian region in the context of the changing regional and international scenarios. The four chapters highlight the achievements and constraints on the development of Indo-Iranian relations during the Cold War era; opportunities and limitations in bilateral engagements between India and Iran in the aftermath of the Cold War; impact of the ‘US factor’ on the development of crucial Indo-Iranian energy ties and the limitation imposed by India’s relations with Israel and Saudi Arabia on the India–Iran ties. More specifically, the four chapters touch on the central drivers—energy imports, access to Central Asia, cooperation in Afghanistan, mutual trade and economic investments and security ties—of India’s Iran policy, and how they structure India’s interaction with the other countries of the region and impact on the articulation of national interests. Combining a rich interplay of facts and figures with nuanced analyses, this volume will be a valuable resource for scholars, policymakers, diplomats and any interested reader desirous of knowing more about Indo-Iranian relations in particular and India’s West Asia

policy in general.

The challenge of growth in transport, especially in freight transport, and scarce resources in money, landscape and local opposition against new infrastructure investment require new solutions from transport policy. This book deals with these issues taking as an example the transport corridor Rotterdam-Genoa, one of the most heavily used in Europe. In 2010 the INTERREG project Code24 with partners from five European countries started with the aim to develop a transnational strategy to strengthen and to develop the corridor. The main objective was to accelerate and jointly develop the transport capacity of the entire corridor by ensuring optimal economic benefits and spatial integration while reducing negative impacts on the environment at local and regional level. These issues are highlighted in the book from an interdisciplinary perspective, taking into account spatial, economic, environmental and political aspects.

Countries situated mainly between China and the European Union are currently participating in a race to develop their transport, trade and logistics infrastructure to attract at least one of the threads of Silk Road that will carry goods and people across Eurasia. It is believed that development of the Europe-South Caucasus-Asia transport, trade and logistics infrastructure will reduce the cost of production and services, which are important to raise competitiveness and social well-being.

Although the Europe-South Caucasus-Asia transport route is a shortcut way between the two continents, the soft and hard infrastructure along this way is not enough developed to meet the emerging demand for goods and passenger turnover. Huge investments required for the development of these routes could be invested by development banks (WB, EBRD, EIB, ADB, AIIB, IDB, BSTDB, ECO bank, and so on), governments and private sector. Different types of infrastructure financing models, including public private partnerships, for the upgrading of relevant infrastructure are options on the table to discuss further. Moreover, harmonization of standards, reducing procedures, electronisation of facilities and co-ordination of activities require a new approach and many adaptations. The Europe-South Caucasus-Asia transport, trade and logistics nexus and the International North-South Transport Corridor are not only economic projects, but also carry political elements, which are backed by certain political agendas. However, it is clear that any type of old Silk Road revival initiative will drive many countries to develop their infrastructure as well as superstructure and coordinate this with other participating countries, which as a result will be beneficial for all of them. It is also believed that every single country may benefit and generate revenues from old Silk Road revival process in case of possible collabouration with its neighbouring countries. Azerbaijan enjoys an

advantageous geographical position at a crossroads of East-West and North-South corridors, which leads the country to become a regional transport, production, and trade and logistics hub. The country makes huge investments into its own infrastructure as well as supports certain other neighbouring countries. Within this framework, common will based on the reciprocity and mutual benefit can foster enhanced cooperation along with the Great Silk Road and International North- South Transportation Corridor projects.

After centuries-long neglect, land transportation corridors connecting Asia and Europe are on the brink of a re-awakening. From a level of practically zero, a revived network of these land corridors is likely to garner a considerable share of the freight revenues emanating from increasing trade between Asia and Europe. Therefore, there is competition among major players for control in shaping of the Asia-Europe railway transportation corridors. However, possibilities for cooperation exist as well. In this book, transportation corridors joining Asia and Europe are examined and evaluated at a general level. Moreover, the Baku-Tblisi-Kars railway project is assessed from the perspectives of the 3 countries involved: Azerbaijan, Georgia and Turkey. Further, it has been proved that the road will strengthen regionalism and will increase the prospects for the three host countries to become a part of the corridors that are being developed globally.

Besides, Baku-Tbilisi-Kars railway road will play a key role in helping to revive the Silk Road connection shaping common vision and facilitating in transforming the region. The BTK transport corridor will be able to stimulate the development of non-oil economy reviving the non-oil trade and economic activities in the region restoring the historical position of the region as a commercial hub along the ancient silk ways. By 2025, this region is expected to become prosperous financial sector for which comprehensive strategy is being formulated by the regional countries for sustainable growth.

This book focuses on the geo-economic and geopolitical impact of value chains transformation on the transport-logistic reintegration of continental Eurasian countries, with a specific focus on the members of the Eurasian Economic Union. The author assesses the potential impact of current trends (global value chains fragmentation and decoupling) on Eurasian transport integration. The book combines in-depth analysis of the evolution of value chains and transport-logistics corridors across Eurasia with a geopolitical assessment of its implications for the EAEU's members' foreign and economic policy orientation. The author explores three key arguments: (1) the key to a successful and sustainable integration of the transport space of continental Eurasia is less the ongoing expansion of transcontinental transit, and more the participation in

intraregional and transregional cross-border value chains, even though this process is increasingly tied to the question of the geopolitical and geo-economic orientation of continental Eurasia; (2) even in a more regionalised world economy, the economic complementarities between continental Eurasia and the two manufacturing blocks at the edges of the supercontinent, Europe and Asia, represent the greatest chance for continental Eurasia for larger participation in high value-added value chains; and (3) without diversifying trade and financial ties across Asia and normalising relations with the EU, the combined effect of shifting value chains location across the continent and China's ambiguous and flexible transport politics might turn an unprecedented chance into risk, augmenting competition among and within countries which are members of the EAEU over traffic volume, FDI, value chain participation, and ultimately geopolitical and geo-economic dividends. This book will be of interest to scholars and students of IR Theory, IPE, Geopolitics and Regional Studies, as well as the related subfields of transport geography, economic geography, and logistics. Can the eurozone's emergence from crisis turn into a real economic recovery and a new vision for Europe's future? Or is Europe heading for a "lost decade" in terms of growth and a rise in old style nationalism? Kemal Dervi? and Jacques Mistral have assembled an international group of economic analysts who provide

perspectives on the most audacious supranational governance experiment in history. Will the crisis mark the end of the dream of “ever closer union” or lead to a renewed impetus to integrate, perhaps taking novel forms? Among the key issues explored are the · Onset, evolution, and ramifications of the euro crisis from the perspective of three countries especially hard hit—Greece, Italy, and Spain. · Concerns, priorities, and issues in France and Germany, the couple that has so far always driven European integration. · Effects and lessons in two key policy areas: banking union and social policies. The volume concludes with a possible renewed vision for the EU in the 2020s, including much greater political integration but where some countries may keep their national currencies and share less of their sovereignty. It is a vision of two Europes within one, ready for the twenty-first century.

China proposed the Belt and Road Initiative in 2013 to improve connectivity and cooperation on a transcontinental scale. This study, by a team of World Bank Group economists led by Michele Ruta, analyzes the economics of the initiative. It assesses the connectivity gaps between economies along the initiative’s corridors, examines the costs and economic effects of the infrastructure improvements proposed under the initiative, and identifies complementary policy reforms and institutions that will support welfare maximization and mitigation of

risks for participating economies.

The Chapters in this book written by Chinese and Indian academics and researchers from United Service Institution of India and Sichuan University, explaining the inter-disciplinary approaches and comparative perspectives, that may help to understand the essence and implication of China's 'One Belt One Road', initiative by identifying the convergences of interest in terms of social and economic development, political and cultural exchanges and remove the potential hindrance. The Chapters explained the scope of the 'One Belt One Road' initiative as the mega development project and framework proposed by China, focussing on connectivity and cooperation among the regional countries, which till date received mixed reactions. There have been debates across the world regarding different facets of the OBOR initiative from whether it is an economic or strategic initiative or only a re-branding or a slogan for already existing ideas and projects. The views and vision expressed by the authors on OBOR in this volume focused on OBOR's economic approach and nature with parallel initiative to cultural aspects, along with the educational and health care sectors cooperation. The Chapters in this Book focussed on OBOR connectivity both on 'Land' and 'Sea' routes, as OBOR initiative has proposals to connect the Nations by road, rail, and sea. It is quite obvious that OBOR is an ambitious project aimed at

spurring the growth of Chinese economy; however, it is natural that such a vast project and ambition needs to provide adequate security guarantees and confidence building measures. The authors highlighted in the Chapters that to ensure proper consideration of both core and specific interests of individual countries for active participation in the OBOR projects there is a need to promote active interaction for studying the implications and benefits. The authors also elaborated in the Chapters the challenges, opportunities, basic principle and rules of action for such trans-regional project like OBOR for achieving success. In this Volume the authors tried to provide both China's and India's perspective highlighting the significance of reviving the ancient Silk Road connectivity that extends on the world map connecting East with the West. The Chapter's highlighted opinion expressed by the policy makers, strategic analysts and academics in India and China, concerning various implications attached with the OBOR initiative. Chapters in this volume highlighted various opportunities, concerns and challenges looking into the policy options as well as academic considerations, however, the argument clearly indicates that there is a need to act strategically on issues related to OBOR both on the 'land' and 'Sea' roads. The arguments given focuses on the suspicion that still exists in understanding the OBOR's aspirations clearly, hence, it is felt that further clarification on

OBOR, alongside with a range of issues between India and China is necessary to facilitate an objective understanding on OBOR and formulate the structure based on mutual benefits.

The WEB of Transport Corridors in South Asia develops a holistic appraisal methodology to ensure that economic benefits of investments in transport corridors are amplified and more widely spread, and possible negative impacts such as congestion, environmental degradation, and other unintended consequences are minimized. It focuses on South Asia—not only as one of the world's most populous and poorest regions—but as a hinge between East Asia, Central Asia, the Middle East, and Europe. The book is aimed at politicians, technocrats, civil society organizations, and businesses. It presents case studies of past and recent corridor initiatives, provides rigorous analysis of the literature on the spatial impact of corridors, and offers assessments of corridor investment projects supported by international development organizations. A series of spotlights examines such issues as private sector co-investment; the impacts of corridors on small enterprises and women; and issues with implementing cross-border corridors. The 'WEB' in the title stands for both the wider economic benefits (WEB) that transport corridors are expected to generate and the complex web of transport corridors that has been proposed. The appraisal

methodology introduced in this book shows how the web of interconnected elements around corridors can be disentangled and the most promising corridor proposals—the ones with the greatest wider economic benefits—can be selected. The peoples of Greater Central Asia – not only Inner Asian states of Soviet Union but also those who share similar heritages in adjacent countries like Afghanistan and Pakistan, Iran, and the Chinese province of Xinjiang – have been drawn into more direct and immediate contact since the Soviet collapse. Infrastructural improvements, and the race by the great powers for access to the region's vital natural resources, have allowed these peoples to develop closer ties with each other and the wider world, creating new interdependencies, and fresh opportunities for interaction and the exercise of influence. They are being integrated into a new, wider economic and political region which is increasingly significant in world affairs, owing to its strategically central location, and its complex and uncertain politics. However, most of its inhabitants are pre-eminently concerned with familial and local affairs. This work examines the viewpoints and concerns of a selection of groups in terms of four issues: government repression, ethnic group perspectives, devices of mutual support, and informal grounds of authority and influence. Responding to a need for in-depth studies concerning the social structures and practices in the region, the

book examines trends and issues from the point of view of scholars who have lived and worked "on the ground" and have sought to understand the conditions and concerns of people in rural as well as urban settings. It provides a distinctive and timely perspective on this vital part of the world.

This edited volume explains the importance of regional public goods (RPGs) for sustainable development and shows why they are particularly important in the context of 21st-century international relations. By presenting a new and original data set and by presenting original essays by renowned scholars, this book lays the foundation for what will become an increasingly important focus for both economic development and international relations as well as for their intersection. The volume contains four parts. The first introduces the core issues and concepts that are explored throughout the book as well as a new and original data set on RPGs. The second part further develops specific concepts important for understanding 21st-century RPGs: regional leadership, alliances, networks, and outcomes. The third examines how cooperation takes place worldwide for a range of important RPGs. Finally, the fourth part discusses how public goods are produced in specific regions, stressing that each region has a distinct context and that these contexts overlap in a decentered "multiplex" manner. Global economic cooperation will be different in the 21st century, and this volume will be of interest

to students and scholars of global governance, economic development, international political economy, sustainable development, and comparative regionalism.

This contributed volume presents the outcomes of multidisciplinary studies on the problem of sustainable economic development. The key issues addressed here are economic transformation, crisis management, formation and implementation of industrial policy in the innovative economy, and the development of individual industries (oil refining, transport, education, tourism, the financial sector, etc.), as well as the problem of resistance to changes in the economy. Special attention is paid to economic growth under unstable conditions and the impact of digitalization on the development of economic processes. This book is divided into five parts, the first of which deals with factors and conditions determining the sustainable development of different socio-economic systems, as well as issues in connection with the post-crisis development of regional economies. In turn, the second part is devoted to an analysis of the innovative development of the economy, risk assessment for innovation projects, readiness for changes and innovations, and various instruments of innovative economic development. Prospects for the digitalization of the economy and the current changes in economic systems caused by digitalization are considered in the third part of the

book. In the fourth part, the authors discuss the specific features of labor market development, and professional competencies that will be essential to the sustainable development of the economy. In closing, the fifth part presents sectoral and intra-organizational aspects of sustainable economic development. The Russian annexation of Crimea was one of the great strategic shocks of the past twenty-five years. For many in the West, Moscow's actions in early 2014 marked the end of illusions about cooperation, and the return to geopolitical and ideological confrontation. Russia, for so long a peripheral presence, had become the central actor in a new global drama. In this groundbreaking book, renowned scholar Bobo Lo analyzes the broader context of the crisis by examining the interplay between Russian foreign policy and an increasingly anarchic international environment. He argues that Moscow's approach to regional and global affairs reflects the tension between two very different worlds—the perceptual and the actual. The Kremlin highlights the decline of the West, a resurgent Russia, and the emergence of a new multipolar order. But this idealized view is contradicted by a world disorder that challenges core assumptions about the dominance of great powers and the utility of military might. Its lesson is that only those states that embrace change will prosper in the twenty-first century. A Russia able to redefine itself as a modern power would

exert a critical influence in many areas of international politics. But a Russia that rests on an outdated sense of entitlement may end up instead as one of the principal casualties of global transformation.

The Belt and Road Initiative (BRI) is emerging as a vital lynch-pin in China's efforts to establish a maritime and continental zone of influence in the Indo-Pacific region. The Belt and Road Initiative and the Future of Regional Order in the Indo-Pacific interrogates to what extent BRI represents an achievable vision of a China-centric order in Asia and explores its major security implications for the region. The contributions to this volume provide up-to-date analysis of the effect of BRI on the region's foreign policy and alliance patterns, its connection to geo-economics and domestic Chinese politics, and the policy responses of key Indo-Pacific actors. While acknowledging that BRI remains prey to a variety of internal and exogenous shocks, the contributors conclude that at the very least BRI will continue to disrupt the existing alignments of economic and strategic interests in the Indo-Pacific and that on this minimal basis BRI will likely be judged a success by China. For regional actors, however, the BRI simultaneously enhances choice while presenting strategic and economic risks of greater dependency on China - a dilemma intensified by the disruptive effects of the Trump administration on regional confidence in the longevity of American commitments and leadership.

The first of a three-volume series on the interaction of the US and China in different regions of the world, China, the United States, and the Future of Central Asia explores the delicate balance of competing foreign interests in this resource-rich and politically tumultuous region. Editor David Denoon and his internationally renowned set of contributors assess the different

objectives and strategies the U.S. and China deploy in the region and examine how the two world powers are indirectly competitive with one another for influence in Central Asia. While the US is focused on maintaining and supporting its military forces in neighboring states, China has its sights on procuring natural resources for its fast-growing economy and preventing the expansion of fundamentalist Islam inside its borders. This book covers important issues such as the creation of international gas pipelines, the challenges of building crucial transcontinental roadways that must pass through countries facing insurgencies, the efforts of the US and China to encourage and provide better security in the region, and how the Central Asian countries themselves view their role in international politics and the global economy. The book also covers key outside powers with influence in the region; Russia, with its historical ties to the many Central Asian countries that used to belong to the USSR, is perhaps the biggest international presence in the area, and other countries on the region's periphery like Iran, Turkey, Pakistan, and India have a stake in the fortunes and future of Central Asia as well. A comprehensive, original, and up-to-date collection, this book is a wide-ranging look from noted scholars at a vital part of the world which is likely to receive more attention and face greater instability as NATO forces withdraw from Afghanistan.

International Trade and Transportation Infrastructure Development: Experiences in North America and Europe examines the impact of trade agreements, such as the North American Trade Agreement (NAFTA) and the European Union Customs Union, and their relationship to transportation systems and infrastructure in member countries. It analyzes historical trade by mode, evaluating modal shifts due to trade policy and disputes, and their implications for all involved nations. This book also examines both supply and demand trends, reviewing

transportation processes, and the stakeholders involved. Capacity development, funding mechanisms, and operational characteristics of each mode are detailed in relation to the policies that influence them. The book reviews recent trends and the impact of disruptive technologies, as well as future potential regulatory changes, with relation to upcoming infrastructure plans, project funding, and operations. This book is an ideal reference for transportation practitioners involved in planning, feasibility studies, consultation and policy for international transportation systems or infrastructure. Academic researchers and graduate students in transportation planning, international relations, and trade will also find this book useful. Compiles in one source up-to-date insights on important public transport themes, issues, and debates Examines a wide range of public transport topics in the multidisciplinary fields of economics, policy, operations, and planning Bridges the gap between scientific research and policy implementation

Azerbaijan in a Reconnecting Eurasia examines the full scope of Azerbaijan's national interests in the wider Eurasian region and analyzes the broad outlines of Azerbaijan's engagement over the coming years.

The publication takes a critical look at the current state of the partnership between Russia and India, and considers avenues for future development. Additionally, the publication aims to inform the new Indian leadership of the value of the country's partnership with Russia, and the key role this partnership can play in developing India's strategic prospects. The articles in the book are united by a single theme: the mutual benefits to both Russia and India of the bilateral relationship and ways to use the relationship as a driving force for reform in the global community. Prominent experts from both Russia and India analyze specific areas of the

bilateral relationship, identify problems and make recommendations for new and promising areas of cooperation. We hope that this book will enhance your understanding of the most important trends and opportunities in the India-Russia relationship.

Because trucks in Bangladesh and India are not allowed to operate across the border, cargo is transloaded at the border, and Indian trucks traveling between northeast India and the rest of India must go around Bangladesh through the Siliguri Corridor, which significantly increases transport and trade costs. This lack of integration means that it is more costly for Bangladesh and India to trade with each other than for either of them to trade with Europe. As a result, bilateral trade represents only about 10 percent of Bangladesh's trade and a mere 1 percent of India's trade. *Connecting to Thrive: Challenges and Opportunities of Transport Integration in Eastern South Asia* presents a collection of innovative technical analyses that show what is needed to achieve seamless connectivity in the region. The report explores the extent to which the Bangladesh-Bhutan-India-Nepal Motor Vehicles Agreement (MVA) supports the cross-border operation of road transport services and identifies the gaps in the agreement that need to be addressed to improve its effectiveness. It assesses the potential shift of freight traffic to new routes and modes in eastern India and Bangladesh once the MVA is implemented and the potential impact of the MVA on wages, employment, and income in Bangladesh and India. It explores how the local impacts of a regional corridor could be enhanced in rural areas by improving access to markets along the corridors and how women's participation in export-oriented agriculture value chains could be improved to allow women to take advantage of improved regional connectivity. *Connecting to Thrive* will be of interest to policy makers, private sector practitioners, and academics with an interest in regional connectivity in eastern South

Asia.

TRB Special Report 320: Interregional Travel: A New Perspective for Policy Making examines the demand for and supply of interregional transportation in the United States. Major additions to transportation infrastructure, including high-speed rail, are being considered for some of the country's most heavily traveled 100- to 500-mile corridors. The availability and use of the automobile, airplane, and train for interregional travel are reviewed along with the rejuvenated intercity bus. U.S. interregional corridors and transportation options are contrasted with those in Japan and Europe, where substantial investments have been made in passenger rail. Public investments in new, long-lived transportation infrastructure can be risky because of uncertainty about future demand and the development of new technologies and competing transportation services. Decisionmakers in interregional corridors face the added challenge of having to coordinate investments across multiple jurisdictions. The report recommends actions to reduce this uncertainty and create stronger institutional means for developing the country's interregional corridors. TR News 303 features an article on Interregional Travel: A New Perspective for Policy Making. A video about the research is now available: At the 2016 TRB Annual Meeting, January 10-14, 2016, a session entitled Interregional Travel: Policymaking from a New Perspective was webcast live. These videos provide an overview of various components of the project. Introduction: Part 1: Overview of Project Scope Part 2: Data and Information Needs Part 3: Intercity Bus Operations Question and Answer Session Presenters: Tom Deen Nancy McGuckin Joe Schweiterman Moderated by: Martin Wachs The two countries India and Iran are among the oldest civilisations of the world and their relations are not new. The relations between the two are of centuries old and it is also said that

the two nations belong to a same family that lived for many centuries in the pasture land of Central Asia (Oxus Valley). The centuries old mutual interaction enriched each other customs, tradition, art, and architecture. During medieval period their interaction increased to such a level that it left a permanent stamp on each other's culture, tradition, art and architecture. During the period, India became the second home of Iranian culture, art, architecture, festivals and art of gardening. Even Persian language was made a tool of communication not only in the official matters but also as a means for interchange of thoughts, culture and literature between the two countries. There is a long list of important books related to different aspects of life like astronomy, art, health and hygiene, history, mathematics, unani-medicine, music, and religion which were translated. However with the emergence of British rule over India, both the countries lost their linkages and contacts between them. No doubt after the end of British rule in India both the countries tried to develop their relations but the incidents like creation of Pakistan, emergence of cold war, and Iran's recognition as well as support to Pakistan during India-Pakistan as well as emergence of Iranian revolution, and Iran-Iraq war restricted their mutual cooperation. With the turn of twenty first century, both the countries experienced stability in their both domestic and global affairs which led them to economic development. In contemporary times India and Iran occupies great strategic significance in their respective regional power structure. India is not only one the fastest growing economy of the world and of the south Asian region but also provides a big market. While Iran on the other hand, occupies great strategic importance not only because of its geographic location but also due to its energy resources. The present study is a modest attempt to analyse Indo-Iran relations. Keeping in view the past, present and future prospects of the relations between the two

countries, a thorough study has been carried out in terms of understanding the nature of India and Iran relations. The study aims to understand the different dimensions of India and Iran relations of recent times. It not only deeply analyses the areas that strengthen their bilateral cooperation, and the influence of external powers particularly of US and Israel. But it goes further deep by discussing in detail the areas that would led to inter- regional integration by interconnecting South Asia, Central Asia, West Asia and Europe. And ultimately would take the regional economic development and peace to new heights. The study highlights the strategic importance of Iran for India not only with respect to the availability of energy resources and market for Indian goods and services but also Iran is would play a very significant role in transforming India into a new emerging power at both global and regional level. Keeping all these things in mind the book has been based on six chapters which deals with different aspects. The chapter first presents the historical overview, chapter second present comparative study of principles of foreign policies of both the countries. Chapter third, deals with the areas of cooperation and conflict between India and Iran. Fourth chapter discusses the influence of external powers on India and Iran relations. Chapter fifth studies the India and Iran relations in changing regional scenario. Despite non-availability of primary sources, efforts have been made to collect important and relevant data and special attention and care has been taken for the reliability of the sources of data which has been put to analytical study to arrive at certain conclusions.

Mobility is fundamental to economic and social activities such as commuting, manufacturing, or supplying energy. Each movement has an origin, a potential

set of intermediate locations, a destination, and a nature which is linked with geographical attributes. Transport systems composed of infrastructures, modes and terminals are so embedded in the socio-economic life of individuals, institutions and corporations that they are often invisible to the consumer. This is paradoxical as the perceived invisibility of transportation is derived from its efficiency. Understanding how mobility is linked with geography is main the purpose of this book. The third edition of *The Geography of Transport Systems* has been revised and updated to provide an overview of the spatial aspects of transportation. This text provides greater discussion of security, energy, green logistics, as well as new and updated case studies, a revised content structure, and new figures. Each chapter covers a specific conceptual dimension including networks, modes, terminals, freight transportation, urban transportation and environmental impacts. A final chapter contains core methodologies linked with transport geography such as accessibility, spatial interactions, graph theory and Geographic Information Systems for transportation (GIS-T). This book provides a comprehensive and accessible introduction to the field, with a broad overview of its concepts, methods, and areas of application. The accompanying website for this text contains a useful additional material, including digital maps, PowerPoint slides, databases, and links to further reading and websites. The website can be

accessed at: <http://people.hofstra.edu/geotrans> This text is an essential resource for undergraduates studying transport geography, as well as those interest in economic and urban geography, transport planning and engineering.

The Cooperation Council of Turkic Speaking States (the Turkic Council - TC) was established in 2009 as an intergovernmental organization to promote multilateral cooperation among Turkic Speaking States. The four founding member states of the TC are Azerbaijan, Kazakhstan, Kyrgyzstan and Turkey. In addition, Uzbekistan and Turkmenistan are two possible future members of the council. This study aims to investigate the infrastructural investment, trade, logistics and transportation potential of the mentioned countries as well as elaborate these activities among the TC's current and possible future members. For this purpose, firstly, present situation of the trade among the Council's current and possible future members has been examined. At this point, it is made clear that the trade volume among these six states is not as much as expected, but it is open to healing. Later, the opportunities and the last developments that may increase the trade volume among the TC's current and possible future members in line with advancement of their infrastructural potential are explored. In reality, the geographic location of these states is very good. Namely, they are on the old trade route known as the Silk Road channels; however, this road was not active

for a long time. Recently, this ancient trade route between East and West was aimed to be revived by China. Besides, India is keen to develop another approach of the Silk Road under the International North South Transportation Corridor (INSTC) initiative. In fact, these are great opportunities for the TC's current and possible future members. That is, there is a very large volume of trade between China and Europe, and currently almost all of this trade is done through sea transport. Hence, if even a small part of this trade is transported by the Chinese Initiative of the Silk Road, its contribution to the current and potential future members of the TC and their integration into each other will be great. However, at this point, there are some tasks that current and potential members of the TC must complete to mobilize the Silk Roads. In fact, opening of Baku-Tbilisi-Kars (BTK) rail link recently was an important step to make it active, but this is not fully enough. In this work, it is also aimed to set out these tasks from the perspective of each current and potential member. Finally, with the help of this review, the limitations and problems of each state's infrastructural investment, trade, transport and logistics system have been put forward for improvement studies.

This insightful book examines the growing role of China on the global stage by gauging the varying reactions of international spectators to Beijing's hugely

significant Belt and Road Initiative. Laced with detailed empirical studies and an array of illustrative maps, Peter Rimmer assesses the domestic impact of the Initiative thus far and offers an astute appraisal of the imperial connotations of Beijing's global logistical project.

Gas pipelines constitute an important, yet unexplored, aspect of strategic geography. As one of the fastest growing economies in the world, India's need for energy is paramount. Though surrounded by gas-rich regions – Myanmar and Bangladesh to the east, the Gulf to the west and Central Asia to the north – India does not have a single gas pipeline coming in, going out or traversing through its territory to date. This book highlights the global competition over gas pipelines and its implications for India's energy security in a comprehensive manner. The author leads us through a labyrinthine world comprising numerous actors – the states, energy firms, scientists, engineers, investors and bankers – engaged in competition over these pipelines leading to a continuous game of checkmating rivals, instigating conflicts, causing damage and destruction and threatening military action to persuade or dissuade states from joining specific projects. Pulsating, rigorous, grounded in hard facts and solid research, this book will be indispensable for scholars and researchers of international relations, strategic affairs, defence studies and politics, as well as think tanks, government agencies

and the informed general reader.

This book, containing essays on themes relating to India's relations with Iran and Israel, deals with issues that have been intensely debated in the country for some time now. India's robust ties with both Iran and Israel – bitter adversaries for more than three decades – have intrigued West Asia watchers. The essays herein highlight the parallel nature of India's engagements with the two countries and attempt to understand the critical concept of strategic autonomy that defines India's foreign policy postures on contentious issues. The first five essays touch on the central drivers of India's Iran policy and discuss the limits on New Delhi's relations with the Islamic Republic. The last three essays dealing with Israel highlight the significance of India's intervention on questions relating to Israel as well as Israel's inspirational connection with India. With its unique treatment, lucid analysis and unusual organisation, this factually informed and policy oriented collection of essays on India, Iran and Israel will be an extremely useful resource for scholars, students, policymakers and diplomats alike. It will also interest business community involved with the West Asian region as well as any intelligent layperson looking for facts and figures on subjects discussed in the book.

The Orient-East-Med Corridor is a key north-south transport corridor for Europe.

Over its length of more than 2500 km, it connects the seaports of northern Germany with the Danube ports and Greek seaports. Seven capitals of EU member states are directly interlinked by the Corridor. At present however, it has genuine shortcomings in several aspects. The international working group Spatial and Transport Development in European Corridors: Example Corridor 22, Hamburg-Athens (2015-2018) trace the conditions for large scale, corridor oriented spatial and transport development in Europe and in particular along the Orient-East-Med Corridor. The contributions in the anthology also focus on the importance of transnational initiatives in Europe and on territorial effects of transport policies. These topics are illustrated by analyses of current transport initiatives and urban developments at the most important nodes along the Corridor, so called Hot-Spots. During the work process, the authors asked themselves, if and how a strategy for the Corridor can take effect for an integrated spatial and transport development between Hamburg and Athens. The common answer is clear: A strategy for the Orient-East-Med Corridor allows the organization of a more balanced flow of goods throughout Europe in the long run. In the southeast section, enormous land reserves in the close vicinity of railway stations can be activated for urban development. Strengthening the Corridors infrastructure thus has a huge potential to trigger spatial development and

ultimately contribute to territorial and social cohesion throughout Europe.

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