

THE GEOPOLITICAL AND GEO-ECONOMIC DIMENSIONS OF THE OPENING OF THE SILK ROAD AND THE ACTIVATION OF TURKEY'S SILK ROAD STRATEGY

*Sabah Naas SHANAFAH, ** Mohamed Aziz Abdul-Hassan Al-BAYATI

** Ph.D., assistant professor, College of Political Science, University of Baghdad, Baghdad, Iraq; research field: international and strategic studies.*

Ph.D., assistant professor College of Political Science, University of Baghdad, Baghdad, Iraq; research field: international and strategic studies

ABSTRACT

The geopolitical dimensions of the opening of the Silk Road and the activation of Turkey's Silk Road Strategy

The opening of the Turkish Prime Minister Recep Tyap Erdogan "Iron Silk Road" to facilitate international movement and trade on 30 October 2017 is a tactical episode that is complementary to the Turkish Strategic Steps series to activate and revive Turkey's overall "Silk Road Strategy" to diversify energy sources, And build land routes to avoid obstacles to the maritime supply of oil and gas transport to the areas of the Mediterranean basin rich in gas and volatile security because of differences on the investment of gas and transport to Europe between Israel and the basin countries, in addition to the tensions in the region Middle East and North Africa

"Today we are opening an important component of the new silk road connecting Asia to Europe," Turkish President Recep Tyap Erdogan said at the opening ceremony. "We announce today that China to London railway link is established."

The BTK rail line connects Baku, the Azerbaijani capital on the Caspian Sea, to the Turkish border city of Kars, via Tbilisi, the capital of Georgia. The three countries are pitching the project as an alternative route for China's Belt and Road Initiative that aims to connect China and Europe. The BTK line would bypass a Russian railway route to the north

Keywords: Turkey opens "Iron Silk Road" to facilitate international trade and movement Reviving the "Silk Road Strategy" Diversification of energy sources Construction of land routes to avoid obstacles to the maritime supply of oil and gas transport and transport to Europe

1. INTRODUCTION

How does Turkey view the geo-strategic importance of Central Asia and the Caspian Sea?

Turkey seems to have large-scale targets in the Caspian region that are linked to its strategic interests in oil and gas resources in Central Asia, as follows:

1- To promote Turkish digital diplomacy with Islamic republics in Central Asia and to employ the tools of Turkish diplomatic pressure on China to urge it to provide security for the Urumqi, Hutan, Kashgar and Aksu regions and to establish stability in Xinjiang. Especially after the deployment of Chinese authorities thousands of soldiers in the city of Urumqi, Xinjiang province (northwest China), inhabited by the Uighur Muslim population. And that tension reached its peak in 2009, following clashes between the indigenous inhabitants of the Uighur province and new Han Chinese immigrants, killing more than 200 people, followed by tightened security grip and the arrest of thousands of young people and activists. Beijing accuses the Islamic Liberation Movement of East Turkistan of responsibility for the unrest and violence.

2 / Turkey is trying to strengthen and diversify its oil and gas resources through access to natural resources available in the Caspian Sea.

3. To employ Turkey's geo-strategic position to consolidate political influence to become regional hegemony through the political framework of the Shanghai Cooperation Organization.

4 / The opening of the Turkish President RecepTyapErdogan's "Iron Silk Road" to facilitate the movement and global trade on 30 October 2017 is a tactical episode complementary to the series of Turkish strategic steps to activate and revive Turkey's "Silk Road Strategy" to diversify sources of energy and facilitate movement Global trade and the construction of land routes to avoid obstacles to the maritime supply of oil and gas transport to the gas-rich and turbulent Mediterranean areas of security because of disagreements on gas investment and transport to Europe between Israel and the basin countries, as well as tensions in the East Middle East and North Africa

2 .. WHAT ARE THE GEO-STRATEGIC DIMENSIONS OF THE OPENING OF THE SILK ROAD TO THE ACTIVATION OF TURKEY'S SILK ROAD STRATEGY?

Turkish Minister of Transport, Maritime and Communications Ahmed Arsan outlined the geo-strategic dimensions of the opening of the Iron Silk Road as follows:

- The railway is of great economic importance to Turkey.
- The so-called "Iron Silk Road" will link the British capital London and its Chinese counterpart Beijing directly.
- The provision of financial returns will contribute to increasing the added value of the countries and regions that will pass because it links between Azerbaijan and Turkey through Georgia, and will

contribute to the development and enhancement of economic conditions of Turkey, especially the eastern Turkish states, which will pass the line.

- Facilitating the movement of world trade. The Baku-Tbilisi-Kars railway aims to transport 1 million passengers annually and 6.5 million tons of cargo.

By connecting Turkey, Asia, the Caucasus and European countries, the pipeline will contribute 50 million tons of cargo each year

3 ..PROMOTION OF RAPPROCHEMENT AND ECONOMIC COOPERATION BETWEEN TURKEY AND THE SHANGHAI ORGANIZATION.

Let us recall the invitation of the Deputy Director of the Institute of International Politics at Tongji University, GuoXiyutang, to strengthen the Shanghai Cooperation Organization for energy cooperation and cooperation

And working with Russia to bring Turkmenistan and Afghanistan into the fold of the "Organization".

Tongji notes the success of the Shanghai Cooperation Organization (SCO) in accelerating regional integration by working to introduce Turkey to the Organization by virtue of its geo-strategic location and to employ this important location for the transport of oil and gas to Europe.

Since Iran is an observer member of the organization, this will further encourage integration through infrastructure projects. "The possibility of raising the proposed pipeline from Kazakhstan through Turkmenistan to Iran could be raised if coordinated through the Shanghai Cooperation Organization.

4 .. INTEGRATING THE EXISTING ECONOMIC VACUUM BETWEEN SYRIA, TURKEY, IRAQ AND IRAN, THE GEO-STRATEGIC STATION WILL BE REALIZED

Linking the Mediterranean Sea, the Caspian Sea, the Black Sea and the Arabian Gulf

After the Turkish rapprochement with Iran and Russia, we may witness steps and pressure from the Shanghai, Russia and Iran to bring Syria closer to Turkey, Iran and Azerbaijan because when the economic vacuum between Syria, Turkey, Iraq and Iran is integrated,

Linking the Mediterranean Sea, the Caspian Sea, the Black Sea and the Arabian Gulf.

The final result will be Turkey, with its geo-strategic position, present, influential and effective in connecting these strategic stations. In a more precise sense, Turkey will become a strategic point of intersection for the entire world in the field of investment and transport of oil and gas resources.

Moreover, Turkey will become a geo-strategic station for the transport of oil and gas to Europe



THIS maps Turkey will become a geo-strategic station for the transport of oil and gas to Europe

5 .. THE GEOPOLITICAL AND ECONOMIC VALUE OF THE IRON SILK ROAD LIES IN LINKING CHINA'S RAILWAYS AND ITS ACCESS TO BRITAIN, INCLUDING EUROPE

Since his visit to Kazakhstan in 2013, Chinese President Xi Jinping initiated the joint construction of the economic belt of the Silk Road and the 21st Century Silk Road, known as the One Belt and One Way, which has become the driving force of Turkish domestic politics and Turkish diplomacy externally.

For several reasons, the most prominent of these

First: Turkey's attempt to strengthen its cooperation with the Central Asian and Caucasus countries in the economic and trade fields. This was manifested by the signing of Turkey and China in 2015

Memorandums of understanding on the coordination of initiatives that include the following areas:

Silk Road and Industrial Generation Project

, A memorandum of understanding specific to the Turkish transport on the Middle Corridor Initiative

The Silk Road for Maritime Navigation,

Memorandum of Understanding on Enhanced Cooperation in Electronic Commerce,

Memorandum of Understanding on Strengthening Trade Relations between Chinese Maritime Navigation and Turkish Transport.

Chinese Minister of Commerce Zheng and the Minister of Maritime Affairs and Communications of Turkey, Belgin, signed a draft of the train between the Turkish "Aderna and Kars" in preparation for the cooperation agreement on railways

President Xi Jinping was not the first to launch the initiative. In 2009, the EU proposed the so-called "New Silk Road Program" to build a natural gas pipeline from Central Asia to Europe to reduce dependence on Russian gas.

The United States was not far from such initiatives. In 2011, the new Silk Road strategy, known as the Iron Silk Road, was proposed to build a rail network to promote economic cooperation between Afghanistan, the Central Asian republics and South Asian countries.

Second: Turkish President RecepTyapErdogan's assertion that the activation of the Silk Road Strategy depends mainly on the signing of memorandums of understanding with the Central Asian countries in preparation for the signing of strategic partnership agreements and the extension of railway lines. It is a geo-political and economic introduction to link China and the Central Asian countries in Europe through a complex network of lines Railways will result in the strengthening of the economies of these countries in the near and medium term

It is clear that the Central Asian Republics, their natural gas, their primary resources, and the geographical location have always been the common factor and main engine in all these initiatives. But the other common factor is that all these initiatives did not come to light until the opening of the Iron Silk Road

Today we are opening an important component of the new silk road connecting Asia to Europe," Turkish President RecepTyap Erdogan said at the opening ceremony. "We announce today that China to London railway link is established."

The BTK rail line connects Baku, the Azerbaijani capital on the Caspian Sea, to the Turkish border city of Kars, via Tbilisi, the capital of Georgia. The three countries are pitching the project as an alternative route for China's Belt and Road Initiative that aims to connect China and Europe. The BTK line would bypass a Russian railway route to the north.



These maps THE MAJOR RAILWAY ROUTES CONNECTING CHINA EUROPE AND BAKU TBILISI KARS RAILWAY

The map above shows the geopolitical and economic significance of the opening of the Silk Road, the vast distance between China and Europe. The graph clearly shows the ancient Silk Road, historically known to connect China to the world, through which goods and products such as silk, perfumes and incense Spices, ivory, precious stones etc, as well as the exchange of cultures and sciences. The Initiative is based on the principles and Charter of the United Nations and the Five Principles of Peaceful Coexistence, such as mutual respect for national sovereignty, territorial integrity and non-aggression, non-interference in internal affairs and mutual benefit

Turkey's initiative is to open the Silk Road by reviving the geo-political road and the geo-economic as a first stage and then linking it to the sea silk belt and the road that link China to the world three thousand years ago.

The economic value of the Iron Silk Road is based on political coordination among countries and the promotion of unhindered communication, dialogue and trade to create the necessary conditions for economic development. The initiative includes hundreds of strategic projects to be implemented gradually, linking Asia, Africa and Europe through a complex network of bridges, roads, railways, aircraft and ships, as well as construction of ports and airports and the establishment of free trade zones. Along with oil and gas pipelines, power lines, Internet networks and infrastructure.

The first phase of these complex networks of conductors will be the Iron Silk Road and the following path:

From Baku, trains will cross Georgia and enter Turkey at the eastern border

city of Kars. They will then travel the length of the country to the Marmara Sea on the west coast. From there, cargo will again be transported by train ferry to the European side of Turkey. Shunting engines will pull the wagons to the port where they will resume their journey, entering Bulgaria, passing through Serbia, Hungary and Austria, and into Germany and beyond. Using the BTK and connecting routes, the journey from China to Germany would take 15 days

Turkish President RecepTyapErdogan said the opening of the Baku-Tbilisi-Kars railway will return the countries of Turkey, Azerbaijan and Georgia to economic and political benefits.

Speaking at the opening of the railway in Azerbaijan, Erdogan said the opening of the iron-silk line was a starting point for linking Asia, Africa and Europe with each other.

The importance of the Silk Road project is to facilitate the movement of convoys coming from China and en route to Europe..

Here we ask the following central question

Will Turkey's Iron Silk Road make its geo-strategic location a strategic station connecting Asia and Africa with the EU?

If this is achieved, is the reduction of distances between China and Europe possible to reduce and reduce shipping costs? Will the Silk Road be a strategic geo alternative to the old lines passing through Iran and Russia?

The answer to this objective question can be determined by that

First: the new line reduces the distance between China and Europe seven thousand kilometers, which means the arrival of Chinese goods to the European markets in 12 to 15 days.

Second, the issue of reducing the actual distance of the value of the line is related to the length of the line 838 km, and passes 76 km through Turkish territory, and allows access from Beijing to London by rail without interruption.

Third: This railway will connect the three continents Asia, Africa and Europe with a network of transport because

The Baku-Tbilisi-Kars-Hadi line links not only China with Europe, but also Africa, through the Turkish port of Mersin, making Turkey a strategic station and a vital transit route for goods and commercial goods. The new route aims to transport about three million passengers a year.

Fourth: Establishing strategic trading stations connecting the Central Asian Republics with the European markets

The reduction of the distance between Beijing and London is expected to reduce the cost of transporting goods from China and the Central Asian republics to European markets. The new route is expected to transform the Turkish city of Kars into an active commercial hub for goods from Asia to be distributed to Europe and Africa.

Fifth: Iron Silk Road will be a geo-strategic alternative to shipping by aircraft and ships and may contribute to a reduction in the transport of goods and goods across the troubled South China Sea due to continued disputes over the ownership of oil and gas-rich areas?

Traffickers in European countries, when they wanted to buy goods from China, had only shipping or shipping by ship.

The former means high costs,

The second means waiting for more than a month for container access.

Now they have a third option: Iron Silk Road, which provides them with the opportunity to charge at low costs and the arrival of the goods within two weeks or less.

Sixth: Iron Silk Road represents a long bridge, reducing the distance between East and West

The Baku-Tbilisi-Kars line is an alternative to the old lines that pass through Iran and Russia.

It is hoped that this new line will lead to an increase in the volume of trade exchange between Turkey, Azerbaijan, Georgia and China and contribute to enhancing security, stability and prosperity in the region

Seventh: Turkey After connecting the railway lines, Asia to Europe through the Marmaray tunnel, which passes under the Bosphorus.

Has strengthened its position in the global trade map

After the development of roads and railways, Asia was linked to Europe via the Marmaray tunnel, which passes under the Bosphorus.

Today, after the opening of the Iron Silk Road, these transport networks are connected by transcontinental lines and continents, reinforcing their position in the global trade map.

According to Azerbaijan's ambassador to Azerbaijan, BibitIsabayev, the transport corridor is very useful for Kazakhstan. As the Baku-Tbilisi-Kars railway enters into force, cargo traffic from China via Kazakhstan to Europe will begin and there will be two outlets. The first port, from Russia to Europe, and the second from Kazakhstan; to the ports of Aktau, then to Korek, to the railway from Baku to Turkey, then to Europe.

In this regard, the new railway will contribute to the establishment of an economic system and transport system between Azerbaijan and the countries of Central Asia. "Within the framework of this project, the customs authorities of Azerbaijan, Georgia and Turkey will be able to strengthen cooperation relations with the customs and border control structures of the countries of Central Asia," according to the head of the Azerbaijan State Customs Commission, AydinAliyev

In the foreseeable future, the Iron Silk Route will contribute to enhancing cooperation in the area of customs. However, this seemingly normal agreement is an agreement to establish a transport corridor of great strategic importance that will provide economic integration in the region. This cooperation will also increase the volume of trade in geopolitical space

At the first stage, the Baku-Kars-Tbilisi railway will not exceed five million tons per year. However, in a second phase, as China and the Central Asian countries will benefit from the project, the annual volume is expected to reach 20-25 million tons

6 ..WHAT IS THE MILITARY DIMENSION OF THE IRON SILK ROAD?

Is the Baku - Tbilisi triangle - Ankara, serving to some extent Georgia 's defense interests?

Will we see a quadripartite alliance of Turkey, Ukraine, Georgia and Azerbaijan in the foreseeable future?

If this four-way military alliance is achieved, can it be divided as a NATO outpost in the confrontation line with Russia?

In early 2018, the railway linking Central Asia to the Mediterranean will enter into force. In this regard, on 19 July 2017, the decision was taken following the meeting of heads of customs bodies from Azerbaijan, Georgia and Turkey. This railway will be established to strengthen the military and political alliance between the three countries.

On the eve of the signing of the transit corridor on July 18, 2017, Ukrainian President Petro Poroshenko arrived in Tbilisi to meet his Georgian counterpart Mikhail Nikolizis. The two sides announced the signing of a strategic partnership between the two countries.

In fact, the agreement between the leaders of the two countries Georgia and Ukraine is a kind of anti-Russian alliance. While Poroshenko accused Russia of annexing the Crimea, the Georgian president points to the occupation of Russian troops by South Ossetia and Abkhazia. From this point of view, relations between the two countries will move towards development in the face of Russia.

On this basis, the Baku-Tbilisi-Ankara triangle serves to some extent Georgia's defense interests. In addition to other goods, this iron corridor may contribute to the transfer of arms and military equipment. With regard to Turkey, it would be able to send weapons to Azerbaijan in order to establish a military base.

In a related context, the Georgian-Ukrainian agreement against Russia is expected to make Kiev the future member of the fourth military political union Ankara, Baku and Tbilisi. Thanks to this project, Turkey will play a special role, increasing its influence in the Caucasus and Turkic-speaking countries in Central Asia.

As for Ukraine's inclusion of this tripartite alliance in the future, it plays a symbolic role for Turkey, which is so far a NATO outpost in the confrontation line with Russia

7 .. THAT INDIA IS CONSIDERING THE POSSIBILITY OF ESTABLISHING TRANSPORT SERVICES BY RAIL LINK WITH TURKEY AND IRAN.

The project is expected to significantly increase trade and economic development in the Asia-Pacific region as well as in the countries of Bangladesh, Bhutan, Nepal, Pakistan and Afghanistan.

Covering an area of about 6,000 km, India is aiming to reduce the high customs and non-tariff costs of trade between these countries.

According to India's leading business website Hindu Business Line, Indian Railways as a start, plans to arrange a meeting on March 15-16, 2017 with the heads of South Asian railways participating in the project.

The Economic and Social Commission for Asia and the Pacific (ESCAP) has supported the project for years through various conferences and feasibility studies of the inter-country rail network.

The committee also confirmed that the Dhaka-Kolkata-Delhi-Amritsar-Lahore-Islamabad-Ehdan-Tehran-Istanbul route is an appropriate railway line with strategic advantage in linking the capitals of these countries, said a senior official at the Indian Railways Ministry.

According to the UN committee, a plan to launch a freight train between Bangladesh and India was set up in the first quarter of 2017 or 2018.

The project appears to be part of the North-South Transport Corridor project, which was formally approved by Russia, Iran and India in 2000 to link the Indian subcontinent, the Middle East, the Caucasus, Central Asia and Europe

If the Chinese project can give priority to the economic factor in the belt of the countries that penetrate the Silk Road, Turkey will be the biggest beneficiary of the three trade routes (North, Middle and South) towards East Asia and the opposite direction to the Middle East and Europe?

8 .. If the Chinese project can give priority to the economic factor in the belt of the countries that penetrate the Silk Road, Turkey will be the biggest beneficiary of the three trade routes (North, Middle and South) towards East Asia and the opposite direction to the Middle East and Europe.

The geopolitical and geo-economic value of the Iron Silk Road gives Turkey a third option to cross its exports to Georgia and Azerbaijan away from Iranian and Russian influence?

There are three corridors to cross Turkish goods into Central Asia via trucks

Northern corridor for the transit of Turkish exports to Central Asia via Russia to Kazakhstan and then to Kyrgyzstan

And is subject to the political mood of Moscow and stop in 2015 after the incident of the overthrow of Turkey by a Russian plane

The middle corridor passes through Georgia to Azerbaijan and then to Kazakhstan and Kyrgyzstan

For the political, economic and security reasons, the Turkish side favors the middle corridor. Georgia and Azerbaijan are friendly countries of Turkey, and there is no competition between these countries and Turkey,

The southern corridor through Iran and from it to the Central Asian countries. The southern corridor through Iran absorbs the largest share of Turkey's exports, because it is the shorter between the other lines

As Turkey, Azerbaijan and Georgia have finished this project, the Iron Silk Road, there is no doubt that the equation will be different for the Turkish side. It is true that Ankara's relations with Moscow are good to some extent economically, but this Georgian-Azeri line will serve as a safety valve for Turkey's economic relations with Central Asia and the Far East, as well as from those regions via Turkey to Europe.

In the short to medium term, Turkey will seek to integrate this middle corridor through Georgia (Caucasus) and Azerbaijan (Central Asia) with China's Silk Line Initiative, specifically the Silk Line Middle Passway from East China to Kazakhstan.

With this strategic move, Turkey will achieve a geopolitical and geo-economic gain that Turkey will extract from the Iranian and Russian pacts because it will provide direct contact with other Central Asian and East Asian countries. After the Russian-Iranian political and economic pressures

If this step is geo-strategic, it will transport gas and oil from Central Asia to Turkey,

Or through Turkey, to Europe, thus bringing the countries of Kazakhstan and Turkmenistan out of the total political and economic dependence on Russia.

Turkey will be present, effective and influential in the global trade map, but even more so, Turkey will be an important node in the energy transmission network and cargo movement between the three continents (Asia, Europe and Africa)

How so?

If the Chinese project can give priority to the economic factor in the belt of the countries penetrated by the Silk Road, Turkey will be the biggest beneficiary of the three trade routes (North, Middle and South) towards East Asia and the corresponding direction to the Middle East and Europe

A source with the Turkish Ministry of Transport, Maritime Affairs and Communications said Oct. 30, 2017

Turkey is preparing to begin construction of the second track of the Baku-Tbilisi-Kars railway within the country.

The source said Trend News that the main objective is to increase the volume of transport of goods from 6.5 million tons per year to 17 million tons, then to 25 million tons, and then to 50 million tons per year.

He pointed out that "the launch of the second track of the line will make it possible to achieve the objectives of increasing the volume of transport of goods."

By linking it to Turkey, Asia, the Caucasus and European countries

CONCLUSION

Turkey's opening of the Iron Silk Road and its economic value

Turkey is located on the ancient Silk Road and at a crossroads between Europe and Asia. Due to its geo-strategic location, Turkey is trying to be an active, efficient and influential supplier of the oil and gas transmission network, as well as facilitating the movement of goods through the construction of railway projects to connect Asia and Europe. Iron Silk Baku Tbilisi Kars and the Marmara Tunnel are a practical example of strengthening their efforts in activating the new Silk Road

Turkey aspires not only to revive the ancient Silk Road, but even more so, it may seek to be present in the Silk Road railway and railway corridor linking China to Europe and the Middle East,

Is one of the fastest growing railway corridors in the world. China's strategic plan

To create strong economic ties with Eurasia, known as "one belt, one way", is

The main source of this growth, though not the only one. Many other countries, including

Iran, Russia, Azerbaijan, Kazakhstan and Ukraine are all political and specific

Economic development in this new corridor.

More than that, Turkey is seeking closer ties with China to explore the possibility of activating the China-Central Asia-Western Asia corridor, which runs from western China to Turkey. Which is one of the group of strategic corridors Which was launched by China in 2013, focuses on communication and cooperation between countries, especially between China and Eurasia countries, which includes two main branches,

Namely the Silk Road Economic Road Belt and the Silk Road And the corridor of China - Central Asia - Western Asia, which extends from western China to Turkey. It is one of the most strategic corridors of the Silk Road economic road belt and China after the success of the Iron Silk Road project Baku Tbilisi Kars and the tunnel of Marmara to provide in coordination with Turkey all the necessary elements to achieve this corridor And turn it into a reality, although it depends on political and economic obstacles that may prevent it from achieving in the foreseeable future

From Kazakhstan-Azerbaijan-Turkey route Although not yet complete, this route deserves close examination,

given that it is the result of close cooperation of Azerbaijan, Georgia, and Turkey.

Eastern China-Kazakhstan-Caspian Sea-Azerbaijan-Georgia.

However, on reaching Georgia, it will follow the Baku-Tbilisi Kars railway onto Turkey instead of going to Poti Port. The Baku-Tbilisi-Kars railway will replace the existing connection Between Azerbaijan and Turkey via Armenia,

Years due to financial, logistical, and legal problems, the project is expected to be commissioned in 2017. The opening of this railway will mean that the route crosses Turkey and it goes over the Bosphorus (at first via rail ferry, and then through the Marmaray Tunnel once that is completed in two years' time). Then it can be

Linked to rail container traffic between Turkey and Europe. If it succeeds, Iron Silk Road via Turkey may become one of the leading transport corridors in Eurasia which will strengthen Turkey's economical bonds with Europe, Central Asia and China

Therefore, Turkey seeks to be the next steps in the future on strengthening its geo-economic position with Europe and Central Asia and China to examine the current situation of the geography of regional and international competition to transfer energy supplies and facilitate the movement of goods with Europe and Central Asia and China

In a more precise sense, Turkey's policy of strengthening its geo-economic status must be based on pragmatic rather than emotional calculations based on action and reaction. Turkey needs to have a very clear understanding of current situation (the current players, clients, demand, cost and speed), and

solid, detailed operational and commercial targets. Ankara must develop Key Performance Indicators (KPIs) for cost, transit time and capacity, set deadlines for missions, terminals need to be correctly located and designed, etc.

Thus Turkey needs to mobilize all of its available resources to plan its path to success, sharing information transparently in order to encourage private companies to start investing.

In the development of the internal and external railway system and the opening of the Baku-Tbilisi-Kars Iron Silk Road, one of these successful geopolitical and geo-economic investment steps

REFERENCES

1 .. building blocks of iron silk road and suggestions for turkey

<https://www.researchgate.net>

firstly explaining the current situation of Iron Silk Road and its ongoing endeavors and giving some ... Turkey to revitalize the ancient Silk Road, or in today's context "Iron Silk Road", and finally sharing some opening new free economic zones and terminals within the country and constructing 1500-km-long railway.

2 .. The Iron Silk Road: How will Turkey be Involved?

www.elibrary.az

economic interests in this new corridor. Turkey, located on the ancient Silk Road and at the crossroads between Europe and Asia, has ambitious targets with regard to its involvement in the Iron Silk Road. This article discusses Turkey's current and future position in Iron Silk Road, including its efforts and investments in the

3 .. 'Iron silk road' threatens to sidetrack Russia- Nikkei Asian Review

<https://asia.nikkei.com>

Oct 31, 2017 - Azerbaijani President IlhamAliyev, far right, joins Turkish President RecepTayyipErdogan, next in front row, at the opening ceremony for the Baku-Tbilisi-Kars railway in Baku on Oct. 30. BAKU -- The leaders of Turkey, Azerbaijan and Georgia officially opened Baku-Tbilisi-Kars ..

.BTK railway to help Georgia succeed within Silk Road project

<https://www.azernews.az/business/128921.htm>

4 Success of Baku-Tbilisi-Kars depends on growth of ties with China ...

<https://eadaily.com> >

Oct 30, 2017 - "The success of Baku-Tbilisi-Kars is associated with growing economic ties with China. The current freightliner will reach its destination within ...

Baku-Tbilisi-Kars Railway to Become Central Asia's Gateway to Europe

<https://www.cacianalyst.org>

5 Turkey opens its iron 'Silk Road' - The National

<https://www.thenational.ae>

Oct 28, 2013 - Turkey opens its iron 'Silk Road'. The Marmaray rail link, an underground tunnel beneath the sea of Marmara in Istanbul connecting Europe with Asia, is set to open. Thomas Seibert reports

6 Belt and Road' project: China's new vision and Turkey - Anadolu Agency

<https://www.aa.com.tr/...news/...belt-and-road-project-chinas-new-vision-and-turkey/9...>

Nov 15, 2017 - Does the Belt and Road project really have the potential to introduce a Chinese alternative to the established world order? - Anadolu Agency.

China's Belt and Road Initiative (BRI) and Turkey's Middle Corridor ...

www.mei.edu

7 THE NEW SILK ROAD INITIATIVE: TURKEY'S STAKES IN THE ... - AVİM

<https://avim.org.tr>

8 'Belt and Road' project: China's new vision and Turkey - Anadolu Agency

<https://www.aa.com.tr>

9 Azerbaijan in the Silk Road Economic Belt: A Chinese Perspective

www.ciis.org.cn

Aug 30, 2016 - The Silk Road Economic Belt is one manifestation of China's opening-up policy, and implies the evolution of this policy from seaward to both seaward and ... of the Belt and the Road's six economic corridors, involving five central Asian countries, Iran and the Persian Gulf region, Transcaucasia and Turkey

10 Silk Road - CNN

<https://edition.cnn.com>'Silk Road' railways link Europe and Asia - CNN.com

edition.cnn.com/2013/06/27/business/silk-railroad-trading-network/index.html

Jun 27, 2013 - "I think it's a very bright future for freight rail transport," said Michael Binyon, a British journalist who has written extensively on the subject of what he tentatively refers to as the "Iron Silk Road." "It's the only way to avoid the long sea routes. Airplanes are very expensive (and) road is out of the question

11 The new Silk Road is made of iron—and stretches from Scotland to ...

<https://qz.com>

Sep 30, 2012 - Yet a contrary narrative is also emerging, one in which America's distance from Eurasia places it on the wrong side of the world from the “cockpit of history,” a rapidly integrating Eurasian super-continent that is shaping its own future independently of the Western Hemisphere and the U.S. And the technology

12 First train of Baku-Tbilisi-Kars Railway to hit tracks today - Daily Sabah

<https://www.dailysabah.com>

Oct 29, 2017 - As one of the land routes in the scope of China's One Belt One Road initiative passes through Turkey, Kazakhstan, Azerbaijan and Georgia, the railway projects being launched in the scope

of the "Iron Silk Road" have gained significance as they are connecting the regions. In this context, the BTK railway ...

13 The PLA's "Orient Express": Militarization of the Iron Silk Road ...

<https://jamestown.org>

Mar 25, 2011 - The Hong Kong-based Jing Bao back in a January 2010 article argued that railways—and their military significance—need to be infused into Chinese ... Syria, Turkey, and onto Europe (Press TV, August 6, 2010; See "Syria in China's New Silk Road Strategy," China Brief, April 16, 2010; August 19, 2010).

14 The New Silk Road - National Geographic

<https://www.nationalgeographic.com>

Indeed, the most significant impact of the Iron Silk Road on Georgia may prove to be the dismay it will create in the Black Sea ports of Batumi and Poti, the country's most dynamic economic centers, once freight can be diverted to Turkey instead. Still, Georgia can hope that if there's another conflict with Russia, European ...

15 The Silk-Iron Railroad of the South Caucasus – Meydan TV

<https://www.meydan.tv>

Jun 13, 2017 - The main line was initially seen as an alternative to the Russian Trans-Siberian Railroad and the project was even once called the Iron Silk Road. ... that are involved in the route – Georgia, Azerbaijan and Turkey – say that the "Iron Silk Road" will give a powerful impetus to the rapid economic development

16 The New Silk Route: Turkey's Pivot to Asia by “One Belt, One Road ...

<https://thenewturkey.org/the-new-silk-route-turkeys-pivot-to-asia-by-one-belt-one-road/>

Jun 6, 2017 - It is expected to increase GDP levels between 4-7 percent by boosting trade and mutual economic relations among the participant countries. Turkey on the Silk Road: Infrastructure defines superstructure. Given the significance of its geographical position, Turkey, which straddles between Europe and Asia, ...

17 Silk Road Seattle - Geography - University of Washington

<https://depts.washington.edu>

18 Baku-Tbilisi-Kars railway will enhance connectivity in Eurasia .

www.chinadaily.com.

19 ...China's new silk road is designed to cut Russia out of Eurasian trade ...

<https://www.scmp.com>

20 Marmaray Tunnel looks forward to BTK Railway - GeorgianJournal

<https://www.georgianjournal.ge>

21 Turkey - Transportation Technology and Equipment | export.gov

<https://www.export.gov/article?>

22Viktor Eszterhai : East-Central Europe on the New Silk Road BELT@ROAD CENTER
HUNGARYSaturday, July 21, 2018

beltandroadcenter.org

23 New 'Silk Road' could alter global economics - USA Today

<https://www.usatoday.com>

24 The New Silk Road, Old Concepts of Globalization, and ... - De Gruyter

<https://www.degruyter.com>

25 High speed rail lines in Turkey will redesign the concept ... - Railway Pro

<https://www.railwaypro.com>

26 - Repaving the ancient Silk Routes - PwC

<https://www.pwc.com/gx/en/issues/growth>.

27 Turkey's Silk Road Dream - Shanghai Business Review

<https://www.sbrchina.com>