

## THE ROLE OF INTERNATIONAL TRANSPORT CORRIDORS IN THE PROCESS OF AZERBAIJAN'S INTEGRATION INTO THE GLOBAL ECONOMY

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*Formulation of the problem.* The article discusses the concept, purposes of creation and general characteristics of international transport corridors. The authors provide a brief description of the prerequisites for the formation and development of international transport corridors, and also consider the contribution of international transport corridors to the development of the national economy of the state-participants of the transport system from the point of view of micro- and macroeconomic indicators. *The purpose of the article* is to analyze the role of international transport corridors in the process of integration of Azerbaijan into the world economy. *The object of the research* is logistic principles of international transport corridors in the process of integration of Azerbaijan into the world economy. *The methods used in the research.* Here are used methods of categorical analysis and synthesis to study theoretical approaches to determining the essence and features of omnichannel loyalty programs. In addition, the description of the transformation of loyalty programs required the use of the observation method to display market trends and vectors of their influence on the specified process, as well as specification - to highlight and characterize relevant digital tools. *Research hypothesis.* The construction of new international transport corridors in the process of integration of Azerbaijan into the world economy will be a guarantee of the development of this region and its economic opportunities. *Presenting main material.* The conclusions contained in this article on the importance of international transport corridors for the economy of the state can be used in the future to assess the need to develop transport and logistics infrastructure within the framework of already functioning international transport corridors, to determine new strategic directions for the formation of new international transport corridors in the context of changing macroeconomic prerequisites and redistribution of traffic flows, including due to the introduction of sanctions, as well as to assess the prospects for the formation of new transport corridors. *The originality and practical significance of the research.* International transport corridors (ITC) in the context of global integration processes and the global division of labor are one of the most important factors in the development of the world economy. International transport corridors ensure the creation and functioning of stable transport links between various foreign participants in international economic relations. *Conclusions and perspectives of further research.* Of course, it is difficult to deny the importance of international transport corridors for the development of the global economy. At the same time, scientific interest arises in relation to what prerequisites lie behind the formation of international transport corridors and what contribution they make to the development of national economies of states through whose territory the national part of international transport corridors passes.

### Keywords:

international transport corridor, transport corridor, freight transportation, transport, transit.

## РОЛЬ МІЖНАРОДНИХ ТРАНСПОРТНИХ КОРИДОРІВ У ПРОЦЕСІ ІНТЕГРАЦІЇ АЗЕРБАЙДЖАНУ У СВІТОВУ ЕКОНОМІКУ

*Постановка проблеми.* У статті розглянуто концепцію, цілі створення та загальну характеристику міжнародних транспортних коридорів. Автори коротко описують передумови формування та розвитку міжнародних транспортних коридорів, а також розглядають внесок міжнародних транспортних коридорів у розвиток національної економіки держав-учасниць транспортної системи з точки зору мікро- та макроекономічні показники. *Метою статті* є аналіз ролі міжнародних транспортних коридорів у процесі інтеграції Азербайджану у світову економіку. *Об'єктом дослідження* є логістичні принципи міжнародних транспортних коридорів у процесі інтеграції Азербайджану у

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світову економіку. *Методи, використані в дослідженні.* Використано методи категоріального аналізу та синтезу для дослідження теоретичних підходів до визначення сутності та особливостей омніканальних програм лояльності. Крім того, опис трансформації програм лояльності вимагав використання методу спостереження для відображення ринкових тенденцій та векторів їх впливу на зазначений процес, а також конкретизації – для виділення та характеристики відповідних цифрових інструментів. *Гіпотеза дослідження.* Будівництво нових міжнародних транспортних коридорів у процесі інтеграції Азербайджану у світову економіку стане запорукою розвитку цього регіону та його економічних можливостей. *Виклад основного матеріалу.* Висновки, що містяться в даній статті щодо важливості міжнародних транспортних коридорів для економіки держави, можуть бути використані в майбутньому для оцінки необхідності розвитку транспортно-логістичної інфраструктури в рамках вже функціонуючих міжнародних транспортних коридорів, визначення нових стратегічних напрямків. для формування нових міжнародних транспортних коридорів в умовах зміни макроекономічних передумов та перерозподілу транспортних потоків, у тому числі внаслідок запровадження санкцій, а також для оцінки перспектив формування нових транспортних коридорів. *Оригінальність та практична значущість дослідження.* Міжнародні транспортні коридори (МТК) в контексті світових інтеграційних процесів і глобального поділу праці є одним із найважливіших факторів розвитку світової економіки. Міжнародні транспортні коридори забезпечують створення та функціонування стійких транспортних зв'язків між різними іноземними учасниками міжнародних економічних відносин. *Висновки та перспективи подальших досліджень.* Звичайно, важко заперечувати важливість міжнародних транспортних коридорів для розвитку світової економіки. При цьому науковий інтерес виникає щодо того, які передумови лежать в основі формування міжнародних транспортних коридорів і який внесок вони роблять у розвиток національних економік держав, через територію яких проходить національна частина міжнародних транспортних коридорів.

**Ключові слова:**

міжнародний транспортний коридор, транспортний коридор, вантажні перевезення, транспорт, транзит.

**Formulation of the problem.** The relevance of the topic is justified by the fact that the transport corridors of Azerbaijan play an important role in transit trade between Europe and Asia. Azerbaijan is located at the junction of transport routes from Western Europe to Turkey, China and India. The country has an extensive network of roads and railways, ports and airports that provide international trade and cargo transportation. Transport corridors are routes along which transport and cargo move between geographically different territories. They can be organized by various modes of transport, such as rail, road, river or sea, and represent an important infrastructure for economic development and international trade. For example, the Eurasian Transport Corridor connects China and Europe and is one of the key highways of global trade. The purpose of the article is to study and consider the history of the emergence, creation, development, functioning of the activities of the transport corridors of Azerbaijan. Objectives:

- characterize the economic meaning of transport corridors
- study the influence of transport corridors on the external and internal life of the state
- study the activities of transport corridors

- identify the main features of the use of transport corridors.

Currently, many countries and international communities are investing heavily in the creation of transport corridors, hoping to gain greater economic profit in the future.

The term "corridor" means a set of all modes of transport that function in a coordinated manner in a certain direction and participate in the transportation of specific goods.

Transport corridors are routes along which transport and goods move between geographically different territories. They can be organized by different modes of transport, such as rail, road, river or sea, and represent an important infrastructure for economic development and international trade. For example, the Eurasian Transport Corridor connects China and Europe and is one of the key highways of global trade [4].

The concept of a transport corridor is broader than that of a transit corridor. Not every transport corridor is a transit corridor. For example, not only transit goods, but also domestic and foreign trade goods can be transported along a transport corridor. However, any transit corridor is a transport corridor. International transport corridors (ITC) are understood as international transport systems

consisting of various modes of transport and their infrastructure, allowing for the transportation of goods and passengers in certain directions, under internationally agreed upon favorable organizational, technological, legal, economic, informational, and service conditions that ensure the safety of transportation and the protection of people and goods; approval of transport systems as ITC is carried out by accepted international procedures and assumes the harmonization of all transportation conditions in the future [3].

International transport corridors (ITC) are multimodal routes for the transportation of passengers and goods, including air, sea, rail, and road communications. Transport corridors are designed to create predictable and transparent routes for all participants in the global logistics market.

The efficiency of work in transport corridors will be ensured by uniform technical requirements, the introduction of advanced technologies, and the creation of a single information space for the support and safety of transportation. It is implied that modes of transport as elements of a transport corridor are capable of replacing each other when additional transportation needs arise, as well as when technical and economic conditions change.

**Analysis of the research results.** To achieve this goal, the following methods were used: study, generalization, analysis and comparison of data from different sources to determine the prerequisites for the formation and development of international transport corridors and the impact of the national part of transport corridors on the national economies of the countries-participants of the transport system. The hypothesis of the study is that the passage of international transport corridors through the territory of various countries makes a significant contribution to the socio-economic development of the national economies of the states-participants of the transport systems.

**The purpose of the article** is to determine the contribution that the formation and functioning of the national part of international transport corridors brings to the national economic development of the states-participants of the transport system.

**Presentation of the main material.** This understanding of a transport corridor allows, when considering a particular transport direction, to cover with systemic research all modes of transport involved in transportation in this direc-

tion, regardless of the geographical scope of their activities (land, air, water and specialized).

In the period of globalization development, logistics plays a very important role in the world economy. In a world where there are unstable economic conditions, the demand for logistics increases. Logistics becomes one of the main factors in the development of the market potential of the economy of countries. It directly affects the cost of production, which already speaks of its importance. This area is also considered profitable. Many countries, since they have a favorable geopolitical location, receive billions of dollars every year for transit transportation. Azerbaijan is no exception. This graph shows the intensive growth of the income of the Republic of Azerbaijan from cargo transportation [7].

The study of international transport corridors makes it possible to assess the feasibility of new investments by comparing them with the costs of creating conditions for more complete use of the reserves of carrying capacity of other modes of transport.

All countries that lie on trade routes must have suitable infrastructure, otherwise the chain is broken. Azerbaijan invests billions of dollars every year to develop transport infrastructure.

If we take only 2022, Expenditures in the transport sector for the transportation of goods amounted to 4,468,545 thousand manat. of which 5.5% was spent on rail, 3.9% on sea, 3.4% on air, 22.9% on pipeline and 4.3% on road transportation [2].

The implementation of capital investments in the development of international transport corridors is associated with national and international transportation needs in the region under consideration.

It should be noted that a number of studies by domestic and foreign scientists are devoted to the study of the economic essence of transport corridors. Some articles discuss the legal and economic foundations for the construction of transport corridors [2]. In the article, to conduct a holistic assessment of proposed transport corridor projects, the authors propose a framework based on six elements: Expected output flow; Intervention design; Typology of impacts; Two types of government intervention (policy and institutions); Financing; Corridor implementation [3].

History of the development of transport corridors.





Historically, the most important direction was the movement between the east and the west - China and the countries of Europe, but over time, other routes between the north and the south also began to develop.

Modern transport corridors do not have direct logistically connected routes and, according to the established form, combine individual routes of several types of transport.

As is known, Azerbaijan is located in a favorable economic and geographical zone, and the passage of the Great Silk Road through Azerbaijan is no exception. The Great Silk Road (the term was first used in 1877 by the German geographer Ferdinand von Richthofen) is a caravan road that led, in ancient times and the Middle Ages, from China to the countries of Central and Western Asia. Historical trade routes passed through China, Japan, India, Mongolia, Iran, Uzbekistan, Tajikistan, Azerbaijan and other countries. This route was discovered in the 2nd century BC and stretched from Xi'an, passing through Lanzhou, to Dunhuangajai. And from here it was divided into two parts: the northern road stretched from Turfan to the Pamirs, from there to Fargana and to the Kazakh steppes. The southern route extended along Lake Lop Nor, along the southern part of the Taklo-Mekan Desert, passing through Yarkand and the Pamirs (along the southern part) reaching Bactria, and from there to Parthia, India and the Middle East [5].

From the 1st millennium AD to the middle of the 2nd millennium, the Silk Road reflects a network of routes running through Europe and Asia in a cross-shaped pattern. The main part of the Silk Road begins in the capital of China, Changan (Xi'an). In the 4th century BC, when Iskander the Great crossed the Indian River towards Central Asia, Chinese silk already had access to the Mediterranean Sea.

Sea routes, which are a necessary element of trade and communication, can also be considered part of the Great Silk Road.

The final outputs of a corridor intervention are realized through multiple transmission channels and various intermediate outputs, as shown in Figure 1.

Many important scientific and technological innovations were carried out from the East to the West via the Silk Road. Such innovations as gunpowder, magnetic compasses, printing press, musical instruments, silk, ceramic and dyed products of innovations were gradually transferred. Historical facts prove that the Great Silk Road had several directions and that many routes passed through the Asian continent, especially in the western direction. The Silk Road, starting from the shores of the East China Sea, the city of Sinan, passing through Lanzhong stretched to Donhuang [7].

	Interim results	Broad economic benefits (end results)
Corridor Event Package	Land value Migration Population Agglomeration Firm location Investment Structural change Productivity Trade	Economic Well-Being: -Income -Expenses -Assets Social Value: -Jobs -Gender Inequality: -Poverty Environment: -Pollution -Deforestation Economic Flexibility

Figure 1 – Final results of the corridor package of measures

Source: [10]

One branch of the road, running along the northern foot of the Kopetdag, through the southern part of the Caspian Sea enters Azerbaijan. And the second branch, having overtaken the Teklamekan Desert from the north, stretching to Derbent, Shamakhi-Ganja, Batumi-

Istanbul, through the Balkan Peninsula headed to the center of Europe. According to other sources, the Silk Road, which began to function 4-5 centuries BC, originates from Korea. Caravans, passing through China, Mongolia, Central Asia, Azerbaijan went to Europe along the shores of



the Mediterranean and Black Seas. Despite the fact that the concept of "Silk Road" is taken from the name of Chinese silk, already in the 10th-11th centuries, Azerbaijani silk began to displace and replace it. The first branch of the Great Silk Road, passing through the southern part of the territory of Azerbaijan, gave a powerful impetus to the development of sericulture in Derbent, Shirvan, Sheki, Beylagan, Ganja, Gebel, Tabriz, Nakhchivan, closely connected with this territory, became a favorable condition for the transformation of each of them into a center of silk trade and the reason for its popularization. At first, silk was transported from the East to the Western countries along this route, and later spices, gold, silver, pearls, etc. And from Europe to the Eastern countries, traders carried tin, zinc, mercury, woolen materials, etc. From this point of view, in the Baku, Derbent, Shamakhi, Shirvan regions of Azerbaijan, in order to ensure their convenience, traders built caravanserais. During its existence, the Great Silk Road played an important role in the lives of the countries through whose territory it passed, thereby giving a powerful impetus to the development of their relations. The Great Silk Road, connecting the West and the East for 2,000 years, having restored its historical significance, has the opportunity, as it was 1,000 years ago, to create a bridge between different cultures and civilizations. Azerbaijan was one of the main trade and transport junctions back then. The country has not lost its geographical position to this day, and is one of the initiators of the restoration of the Great Silk Road.

The basis of the Great Silk Road is the TRACECA project within the framework of the TACIS program prepared by the European Union in 1991 for the New Independent States. This Project was adopted by the Council of Europe in May 1993 at a conference in Brussels, with the consent of the newly independent states of the South Caucasus and Central Asia. And in the sphere of the implementation of the Project, on May 13, 1996, the unification of the railway lines of Iran and Central Asia in Sareksh became an important step. The project implies the development of economic and trade relations between the states and the connection of the route of the Europe-Caucasus-Asia/TRACECA/ program to the Trans-European line [3]. On the initiative of national leader Heydar Aliyev, on September 7-8, 1998, the heads of state of 9 countries (Azerbaijan, Bulgaria, Georgia, Kyrgyzstan, Moldova, Romania, Turkey, Ukraine, Uzbekistan), 13 international organizations, a meeting of delegations from 32 countries was held in Baku, an international conference was held dedicated to the restoration of the Historical Silk Road, in which he took part, the "Basic Multilateral Agreement on International Transport for the Development of the Europe-Caucasus-Asia Corridor" was signed based on the TRACECA program of the European Union, and the Baku Declaration was adopted. The agreement was signed by the heads of state and government of 12 countries - Azerbaijan, Georgia, Armenia, Bulgaria, Romania, Moldova, Ukraine, Uzbekistan, Kazakhstan, Kyrgyzstan, Tajikistan and Turkey. Iran joined the TRACECA program in 2009 [4].

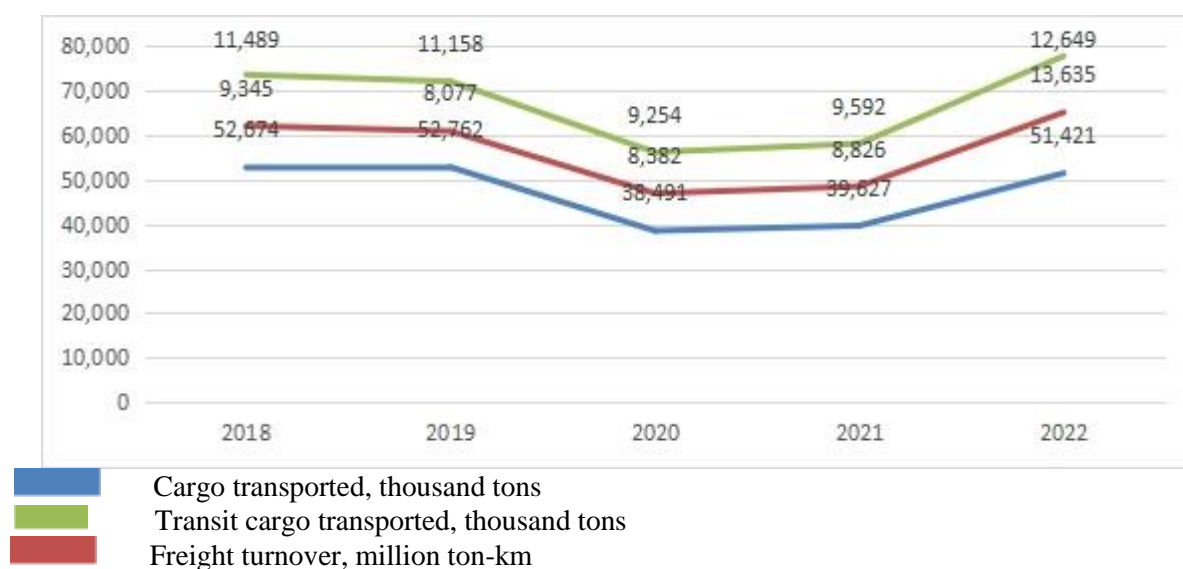


Figure 2 – Transport activity in the Europe-Caucasus-Asia transport corridor (on the Azerbaijani part)

Source: [10]





In accordance with the provisions of the Basic Multilateral Agreement, it was decided to locate the Permanent Secretariat of the TRACECA Intergovernmental Commission in Baku, and its official opening took place on 21 February 2001.

This transport corridor is planned in analogy with the "Great Silk Road": it involves the Black Sea ports (Poti, Batumi), the railways of Georgia and Azerbaijan, the Caspian ferry crossing (Baku - Turkmenbashi), the railway networks of Turkmenistan, Uzbekistan, Kyrgyzstan, Kazakhstan and China, as well as the Chinese ports on the Pacific coast.

This project, in accordance with the global strategy of the European Union for TRACECA member countries, has the following objectives;

- development of economic, trade and transport links in Europe, the Black Sea region, the Caucasus, the Caspian basin and the countries of Central Asia;
- Providing access to the world market of automobile, rail and sea transport;
- To ensure the safety of traffic and storage of goods on the roads along the corridor, to protect the environment;

➤ serves to create an equal competitive environment for entities operating in the transport sector.

The international transport corridor Europe-Caucasus-Asia "TRACECA" is an alternative project to two other routes between East and West, the Transoceanic Transport and the Trans-Siberian Railway.

Thus, the volume of transit cargo transported through the Azerbaijani section of the international transport corridor "Silk Road" in 2012 amounted to 15.7 million tons, or 26.7%.

In total, 56.9 million tons of cargo were transported along the TRACECA corridor through Azerbaijan in 2012, which is 5.5% more than in 2011, and 260.9 million passengers, an increase of 8%. At the same time, 44.3% of all cargo transportation was carried out by road, 37.5% by rail, and 18.2% by sea. Revenues from cargo transportation along the Azerbaijani section of the transport corridor in 2012 amounted to 443.2 million manats. If we do not take into account the pandemic, The table clearly shows the growth in transportation volumes. From 2012 to 2019, the volume of transportation increased by 51.9% (Table 1).

Table 1 – Transport activities of the Europe-Caucasus-Asia Transport Corridor in Azerbaijan

№	Index	2017	2018	2019	2020	2021	2022
1	Volume of transportation (thousand tons)	52733	52674	52762	38491	39627	40503
2	Railway (thousand tons)	13074	12564	13327	12820	13463	13986
3	Sea route (thousand tons)	7423	6875	4824	5015	4558	5469
4	Automobile (thousand tons)	32236	33235	34511	20656	21606	22534
5	Transit (thousand tons)	10186	9345	8077	8382	8826	9657
6	Income from transportation	651783	633608	673207	513141	539843	540124

Source: [10]

The TRACECA corridor will transport cargo not only from Central Asia, but also from China, and later it is expected that other countries in Southeast Asia will join (especially containers). The Trans-Caspian International Transport Route, which is a strategic point of this corridor, has a cargo transportation potential of more than 15 million tons per year. It can connect shippers and recipients in China, Kazakhstan, Turkmenistan, Iran, the Persian Gulf countries, the South Caucasus, Turkey and European countries.

In general, the transport system is represented by all types of transport: automobile, railway, air, sea, pipeline.

The total length of automobile roads is 59,141 km. In accordance with the oil strategy, the following pipelines were restored and built anew: the Northern Export Route, the Western Export Route, the Baku-Tbilisi-Ceyhan and the South Caucasus Gas Pipeline. The Baku-Tbilisi-Erzurum gas pipeline (South Caucasus Pipeline) was officially opened on March 25, 2007. The Baku-Tbilisi-Ceyhan oil pipeline is a pipeline for transporting Caspian oil to the Turkish port of Ceyhan, located on the Mediterranean coast. The Baku-Supsa oil pipeline was put into operation on April 17, 1999. Let's look at the transport structure of Azerbaijan. As can be seen from the table, the transport infrastructure tends to undergo certain changes. Thus, in 2022, the automo-

bile is the most developed, but at the same time, the transport structure has undergone changes due to the pandemic, which affected the 2020 figures.

According to the State Statistics Committee, in recent years, on average, 177.8 million tons of cargo have been transported annually by vehicles in the Republic of Azerbaijan, of which 47.2% are by road, 15.3% by rail, 6.6% by sea, 30.9% by pipelines (including 18.2% by BTC, 1.8% by the South Caucasus Pipeline).[5] 69% of all cargo transportation is carried out by the private sector.

The history of air transport in Azerbaijan began on October 20, 1910, when the first airplane flew over Baku. In 1923, the Transcaucasian Civil Aviation Joint-Stock Company "ZAKAVIA" was established, and on June 2, 1938, the first aviation group was formed in Azerbaijan. In 2006, this date was declared the Civil Aviation Day of Azerbaijan by the relevant Decree of the President of the Republic of Azerbaijan Ilham Aliyev.

Today, eleven regions of the country are connected with Baku by air transport. Azerbaijan Airlines (AZAL, "Azerbaijan Airlines") are part of the Closed Joint-Stock Company "Azerbaijan Hava Yollari", which is the largest airline and the national carrier of Azerbaijan. CJSC "Azerbaijan Hava Yollari" is a member of the International Air Transport Association (IATA). Based in Baku. AZAL carries out passenger transportation to countries in Europe, the CIS, the Middle East and Asia [7].

The Azerbaijan State Caspian Shipping Company (CASPAR) is a major shipping company in the Caspian basin. It is a multi-industry transport organization whose main activity is the transportation of cargo, mainly oil and oil products. Navigation areas: Caspian, Black, Mediterranean and Marmara Seas. The strategy and priority in the development of the shipping company are aimed at the optimal use of the capabilities of the Eurasian Transport Corridor.

The main production base of the shipping company - the transport fleet consists of 70 vessels, including 34 tankers (water carriers), 26 general-purpose dry cargo ships and 8 sea railway cargo and passenger ferries, with a total deadweight of 316.0 thousand tons.

Today, the tanker capabilities of Azerbaijan are estimated at 15-20 million tons of transported oil and oil products per year. Active development of ferry transportation along the Baku-Turkmenbashi-Baku and Baku-Aktau-Baku

lines is envisaged. Also, the main important and integral role in the development of the economic structure is played by such transport corridors as North-South, East-West, South-West (Figure 2).

The Alat seaport (Azerbaijan), designed for transshipment of 15 million tons of cargo, will be modernized in the near future, due to which it will be able to handle up to 25 million tons. This statement was made by the President of the Republic Ilham Aliyev at an expanded meeting of the Supreme Eurasian Economic Council, which was held on May 25, 2023 in Moscow.

"Azerbaijan has the largest merchant fleet in the Caspian Sea, consisting of more than 50 vessels. The Alat seaport, designed to transport 15 million tons of cargo, will be modernized in the near future, and the volume of cargo transportation will reach 25 million tons. This is especially important given the fact that a large increase in cargo transportation through Azerbaijan has been observed recently," the head of the republic said. He added that there is a modern shipyard in Baku that can build any type of vessel. "Azerbaijan's shipbuilding capabilities are also available to our Caspian neighbors today, and negotiations and active work are already underway to place orders from our Caspian neighbors at the Baku shipyard," Ilham Aliyev noted [8]. It is planned that the potential for container transportation along all routes of the North-South ITC may amount to 325 to 662 thousand by 2030.

Azerbaijani President Ilham Aliyev said that the volume of transit freight traffic along the North-South ITC through the territory of Azerbaijan could potentially reach 15-30 million tons per year. According to various estimates, cargo turnover along the North-South corridor in 2022 amounted to 3 million tons.

The development of the north-south transport corridor is of great importance for the economic development of the regions it connects. It ensures the transportation of not only goods, but also people, which contributes to the development of tourism and cultural exchange.

The north-south transport corridor is also important for ensuring the security of the regions along the route, since its development can contribute to economic stability and reduce conflicts. The transport corridor will be of particular importance for Azerbaijan due to the fact that it should become a key transport route on the way from Europe to Asia and back.





Figure 2 – Transportation by sea  
Source: [10]

This will contribute to the expansion of economic cooperation between the countries and the development of international trade [9].

The development of the north-south transport corridor will also strengthen Azerbaijan's position as a transit country and will have a beneficial effect on the development of tourism and attracting investment.

In the future, the North-South ITC, when combined with a similar East-West project, may become part of a whole network of interconnected transport corridors, which will contribute to the practical implementation of the idea of Greater Eurasia [6].

In accordance with the Decree of the President of the Republic of Azerbaijan dated December 7, 2015 "On accelerating work on the section of the North-South international transport corridor passing through the territory of the Republic of Azerbaijan", the following work was carried out:

- A new 8.3-kilometer road was built on the Astara (AR) - Astara (IRI) railway line to the bridge over the Astarachay River;
- A railway bridge was built over the Astarachay River;
- A 1.4-kilometer road has been built from the railway bridge across the Astarachay River to the cargo terminal built on the territory of Iran.

After the completion of all infrastructure projects within the corridor, direct rail transportation of goods from Baku to the Nakhchivan Autonomous Republic through the territory of Iran will be organized.

The volume of expected cargo transportation along the corridor is envisaged at the first

stage – 5 million tons, in the future – 10 million tons.

From the Iranian side, mainly oil and oil products, mineral fertilizers, cement, chemical products, etc. are transported, and in the direction of Iran - grain crops and forest materials.

As one of the main transport and logistics centers of the region, the East-West Transport Corridor, passing through the territory of Azerbaijan, is the shortest transport route connecting Europe and the Asian continent, and is of great importance in cargo transportation between Europe and the China-Kazakhstan border. This route allows saving cargo transportation time, as well as transportation costs.

East-West Transport Corridor is a project that aims to speed up cargo transportation between Europe and Asia through the territory of Azerbaijan, Georgia and Turkey. This megaproject includes the use of sea, road and rail transport, as well as the development of ports and logistics centers [9].

Trains running along this corridor deliver cargo from China to Europe in an average of 10-12 days. This is one of the main advantages of the transport corridor.

Along the Middle Corridor, goods are transported to Europe in two directions. One of them is through the ports of Poti and Batumi in Georgia, and the other is along the Baku-Tbilisi-Kars railway. The Baku-Tbilisi-Kars project, implemented at the initiative of Azerbaijan, serves to increase the volume of transit operations by reducing the cost of transporting goods along the Middle Corridor.



The passage of the corridor through the territory of our country is observed with an increase in the volume of transit goods. Thus, in the first half of 2021, 4.7 million tons of transit goods were transported through the territory of Azerbaijan, which amounted to 22.9% of the transported goods.

The Middle Corridor is not only an important step towards accelerating the restoration of the Great Silk Road, but also has a number of advantages over the proposed alternatives. For example, the main cargo transportation from China directly to European countries is carried out via the Trans-Siberian Transit Railway, which passes through the territory of Russia. Compared to the Trans-Siberian Railway, the Middle Corridor is 2,000 km shorter and passes through areas with more favorable climatic conditions. The average transit time along the 5,400 km long East-West Transport Corridor is 15 days. Compared to the traditional sea route, this route can deliver goods from China to Europe in 3 times less time. In short, the East-West Transport Corridor is the shortest route between China and Europe.

In the international East-West Transport Corridor, 50 percent of cargo is transported by rail. Along this corridor, goods are transported to Europe in two directions: through the ports of Poti and Batumi in Georgia and along the Baku-Tbilisi-Kars railway. The Baku-Tbilisi-Kars railway is the shortest and most reliable route connecting Europe with Asia. 504 kilometers of the 850-kilometer road pass through the territory of Azerbaijan. This also plays an important role in the improvement and development of railway transport in Azerbaijan. [10]

Impact of the East-West Transport Corridor on the Economy of Azerbaijan:

- Development of transport infrastructure. The implementation of the project will improve the infrastructure of Azerbaijan and strengthen the country's competitiveness in the global export market.

- Increase in transport volumes. The construction of new highways and ports will help increase the transit and export of goods to Europe and Asia, which will have a positive impact on the economy of Azerbaijan.

- Creation of new jobs. The implementation of the project will require numerous human resources, which, in turn, will contribute to an increase in employment in the country.

- Strengthening economic ties. The East-West Transport Corridor will create condi-

tions for strengthening trade and economic ties between the countries of the region and increase their economic potential.

Impact of the East-West Transport Corridor on other countries:

- Development of transit. The development of transport infrastructure will speed up the transit flow of goods between Europe and Asia through the territory of Georgia and Turkey.

- Strengthening competition. The implementation of the project is aimed at integrating regional economies, which will increase the competitiveness of cargo transportation with other modes of transportation.

- Business expansion. The East-West transport corridor will create additional opportunities for entering the global market and expanding business in the region.

- Infrastructure development. The implementation of the project will allow for the establishment of logistics centers and expansion of port capabilities, which will jointly accelerate the development of infrastructure in other countries in the region.

Firstly, this corridor creates a direct link between Azerbaijan and trading partners in Europe and Asia, simplifying the transportation of goods related to strategically important projects, including the Baku-Tbilisi-Ceyhan oil pipeline and the Baku-Tbilisi-Erdogan gas pipeline.

Secondly, this corridor is the basis for the development of Azerbaijan's transport infrastructure, which contributes to increased economic activity, the creation of new jobs and improved welfare of the population.

**Conclusion and prospects for further research.** The fundamental goal of any international transport corridor is to concentrate interstate transport flows. The formation of international transport and logistics infrastructure and the elimination of administrative and legal barriers at the national level serves the purpose of increasing the speed of freight and passenger transportation, reducing the cost of transportation and developing various types of transport used to carry out interstate and national transportation within international transport corridors.

The full implementation of the potential of any international transport corridor is possible only with the coordinated use of various resources of all states participating in the transport system. In addition to the significant role of international transport corridors in the



development of the world economy, they are also of great importance for the national economic development of states through whose territories the national parts of international transport corridors pass. The corresponding contribution of international transport corridors to the development of national economies of countries participating in the transport system is manifested in the emergence of positive micro- and macroeconomic effects for the national economy, such as the creation of new jobs, the emergence of new types of transport and logistics services, the entry of transport and logistics enterprises into new markets, etc., as well as through the emergence of positive socio-economic effects associated with the improvement of transport safety indicators and transport accessibility.

The concept of a transport corridor is broader than that of a transit corridor. Not every transport corridor is a transit corridor. For example, not only transit cargo, but also domestic and foreign trade cargo can be transported along a transport corridor. However, any transit corridor is a transport corridor. The stability of demand for this type of transportation emphasizes the relevance and importance of this type of movement of goods.

Thus, the efficiency of work in transport corridors will be ensured by uniform technical requirements, the introduction of advanced technologies and the creation of a single information space for the support and safety of transportation. It is implied that modes of transport as elements of a transport corridor are capable of replacing each other when additional transportation needs arise, as well as when technical and economic changes.

Having finished the article, we can conclude that the study of international transport corridors makes it possible to assess the feasibility of new investments by comparing them with the costs of creating conditions for a more complete use of the reserves of the carrying capacity of other modes of transport.

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