

REPUBLIC OF AZERBAIJAN

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ABSTRACT

of the dissertation for the degree of Doctor of Philosophy

**THE POLICY OF DEVELOPMENT OF THE EAST-WEST
ENERGY AND TRANSPORT CORRIDORS OF THE
REPUBLIC OF AZERBAIJAN (1993-2003)**

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U. I. d. p. a. x.

I.GENERAL CHARACTERISTICS OF THE DISSERTATION

Relevance and development of the subject. The development strategy of energy transportation and transport corridors, which is one of the important components of modern world politics, is also a priority for the independent Republic of Azerbaijan. Attracting large investments in the country due to the globalization of energy resources, their processing and transportation has further accelerated economic development and provided great support for successful social policy. One of the factors determining the urgency of the problem and the first is the role of the strategy for the development of energy transport and transport corridors in the domestic and foreign policy of the Republic of Azerbaijan.

The favorable geopolitical position of Azerbaijan, a country with oil reserves, has also made it one of the centers of energy transportation in the world. As much as natural resources are important for the economic and political development of Azerbaijan, their transportation has been and continues to play an important role in this area. The second factor that determines the relevance of the problem is the role of natural resources and their transportation in the economy and political development of Azerbaijan.

With the return of national leader Heydar Aliyev to power in Azerbaijan in 1993, a new state strategy was developed that defined the geopolitical situation of the Republic of Azerbaijan, national development, national interests and security issues, and so on. This strategy forms the theoretical and practical basis of Azerbaijan's national security, energy and transport and communication policy, and sets the task of building the country's socio-economic, political and spiritual development on the basis of national values and principles. The problem under research is of great importance in terms of studying the Azerbaijani model of modern development.

The signing of the “Contract of the Century” in 1994 was not only a great success for the Azerbaijani state, but also gave impetus to the development of the oil and gas industry of the Republic of

Azerbaijan and increased Azerbaijan's role as a transit energy corridor. The signing of the "Contract of the Century" and the achievement of large investments in a country rich in oil and natural gas resources also ensured Azerbaijan's mediating role in the transportation of these resources to Europe, as well as the more intensive development of East-West relations. The Republic of Azerbaijan began to be accepted as a reliable partner in world politics. As noted by the President of the Republic of Azerbaijan İlham Aliyev, *"The restoration of the Great Silk Road and the operation of the TRACECA transport corridor will continue to serve the socio-economic development of our country by boosting regional integration processes"*.¹

The implementation of major projects within the East-West transport and energy corridors, on the one hand, increased the political, economic and scientific-technological significance of integration into the Western space for the Republic of Azerbaijan, and opened new prospects for the development of relations in the CIS and Turkic-speaking countries.

Azerbaijan Republic - a leader in the East-West energy and transport corridors, has managed to build an economy in line with modern requirements and develop a strong social policy. The basic stage of this process covered 1993-2003. Scientific-conceptual study of this process, determination of the role of Azerbaijan in the East-West energy and transport corridors is of great scientific-theoretical and practical importance, one of the main factors determining the scientific relevance of the dissertation.

Azerbaijan's policy to develop the East-West energy and transport corridors has not been a separate object of study in historiography. However, due to the great scientific relevance of the issues of transportation of energy resources and the policy of development of transport corridors on the subject, many points

¹İlham Əliyevin "Tarixi İpək Yolu"nın bərpası üzrə Beynəlxalq Konfransın 10 illiyinə həsr olunmuş yubiley konfransında çıxışı // "Azərbaycan" qəzeti. - 2008, 5 dekabr. - s.3.

related to these issues are reflected in the historical, political and economic literature. The impact of Azerbaijani oil on the development of modern international relations, the place and prospects of Azerbaijan's oil strategy in world geopolitics have been extensively studied in President Ilham Aliyev's fundamental monograph "Azerbaijan's Caspian Oil". The book reflects all the important aspects of oil policy, as well as the legal status of the Caspian Sea, the problems of energy transportation.¹ Books 4 and 5 of Heydar Aliyev's "Azerbaijani oil in world politics" cover the oil strategy of the Republic of Azerbaijan after independence, the conclusion of oil contracts, measures taken to implement them, the choice of oil transportation routes, the legal status of the Caspian Sea, etc.²

H.M. Pashayev's "Manifesto of an Ambassador" is about the Houston negotiations before the signing of the "Contract of the Century", the achievement of the signing of the agreement by the Azerbaijani government in spite of all difficulties, the clarification of the position of US policy at that time is very important in terms of studying.³

N.A. Aliyev's monograph "Oil and the oil factor in the economy of Azerbaijan" is very important in terms of studying the issues of Azerbaijan's oil industry, oil production, achievement in the diversification of its transportation, the impact of oil on the development of our economy.⁴

In the monograph "Azerbaijan's foreign policy in the period of Heydar Aliyev" co-authored by A. Aslanli and I. Hasanov, the issues

¹ Алиев, И.Г. Каспийская нефть Азербайджана /И.Г.Алиев. - Москва: Известия, - 2003.- 712 с.

² Əliyev, İ.H. Azərbaycan nefti dünya siyasətində. IV kitab / İ.H.Əliyev, A.Muradverdiyev - Bakı: Azərbaycan nəşriyyatı, - 1997. - 480 s.; V kitab / İ. H. Əliyev, A. Muradverdiyev - Bakı: Azərbaycan nəşriyyatı, - 1997. - 330 s.

³ Paşayev, H.M. Bir səfirin manifesti / H.M.Paşayev. – Bakı:Şərq-Qərb, - 2007. - 248 s.

⁴ Алиев, Н.А. Нефть и нефтяной фактор в экономике Азербайджана XXI веке /Н.А.Алиев. - Баку: Letterpress, - 2010. - 244 с.

of Azerbaijan's foreign policy in the period from independence to 2003 are widely studied.¹ The foreign policy of the national leader Heydar Aliyev and the oil strategy authored by him were analyzed in the monographs of I.Hüseynova and its role in the political history of Azerbaijan was studied in detail.² S.Guliyev's work "Oil strategy of the Republic of Azerbaijan and security problems in the Caucasus" illuminates the oil factor in the Caucasian policy of global and regional states, the issues of the oil strategy of the Republic of Azerbaijan.³

The issue of energy in the foreign policy of Azerbaijan and the country's oil policy have been studied in various aspects in the works of such authors as A.Aslanlı, A.Mehdiyev, J.Bahramov, S.Bagirov, R.Bayramov, B.Najafov, Kh.Yusifzadeh.⁴ Ziyadov's book

¹Aslanlı, A. Heydar Aliyev dönemi Azərbaycan Dış Politikası /A.Aslanlı, İ.Hesenov - Ankara: Platin yayılları, - 2005. - 282 s.

²Hüseynova, İ.M. Heydər Əliyev və Qafqazda sülh prosesi / İ.Hüseynova. - Bakı: Çəşoğlu, - 2008. - 670 s.; Yenə onun. Müstəqil Azərbaycan dövlətinin qurucusu / İ.Hüseynova. - Bakı: Təhsil, - 2004. - 472 s.

³ Quliyev, S. Azərbaycan Respublikasının neft strategiyası və Qafqazda təhlükəsizlik problemləri / S.Quliyev. - Bakı: BMU nəşriyyatı, - 2018. - 236 s.

⁴ Aslanlı, A. Azərbaycanın xarici siyasətində enerji amili / A. Aslanlı, E. Vəliyev // "Strateji Təhlil" Azərbaycan Respublikasının daxili və xarici siyasətinə, beynəlxalq münasibətlərə dair analitik jurnal, - Bakı: 2017. Sayı 1-2 (19-20), - s.121-134; Mehdiyev, Ə.B. Əsrin müqaviləsi. Azərbaycan neft strategiyasının təməli / Ə.B.Mehdiyev. - Bakı: Turxan NPB, - 2014. - 248 s.; həmçinin bax: Mehdiyev, Ə.B. Geosiyasi mübarizənin qalibi: "Əsrin Müqaviləsi" // -Bakı: Geostrategiya, - 2011. № 2 (02), - s. 34-43; Bayramov R. Enerji ixracı marşrutları Azərbaycanın geosiyasi əhəmiyyətini daha da artırır // Azərbaycan qəzeti. - 2009, 15 noyabr. - s.3; Bəhramov, C.Ə. Azərbaycan Respublikasının neft strategiyası və Rusiya Federasiyasının Cənubi Qafqaz siyasəti (1994-2004) // Bakı: Qərb Universiteti Elmi Xəbərləri, Qərb Universiteti Nəşriyyat-Poliqrafiya Mərkəzi, - 2013. № 2. - s.3-14; Bagirov S. Azerbaijan's strategic choice in the Caspian region// The Security of the Caspian Sea Region, p.178-194: [Electronic resource]URL:<https://www.sipri.org/sites/default/files/files/books/SIPRI01Chufrin/SIPRI01Chufrin10.pdf>; Yusifzadə, X. Azərbaycanın neft-qaz sənayesi "Əsrin müqaviləsi"nin imzalanmasından ötən 25 ildə əsrə bərabər inkişaf yolu keçib // Xalq qəzeti.- 2009, 19 sentyabr, - s.3.; Nəcəfov, Z. Türkiyənin müasir Cənubi Qafqaz strategiyasının əsas prioritetləri // - Bakı: Strateji təhlil, Azərbaycan

“Azerbaijan as a regional center in Central Eurasia: Strategic assessment of Euro-Asian trade and transportation” is very important in terms of studying the activities of the TRACECA transport corridor, the role of the corridor between Europe and Asia¹. The analysis of a number of issues related to the Europe-Caucasus-Asia transport corridor the research of Z.Mammadov, M.Mammadov and others were also referred to.² In the course of writing the dissertation, generalizing works dedicated to the history of the independent Republic of Azerbaijan, including the 2-volume work “History of the Republic of Azerbaijan (1991-2016)” were widely used.³

Although the subject is not studied as a separate problem and systematic in Turkish historiography, in the works of B.Shimshir⁴, O.N.Aras⁵, R.Garadag⁶, T.Babali⁷, Azerbaijan’s cooperation with Turkey, energy security of the Caspian Sea, such issues as place of regional and world energy policy of the Baku-Tbilisi-Ceyhan pipeline have been explored in general. The articles of M.Chelikpala,

Respublikasının daxili və xarici siyasətinə, beynəlxalq münasibətlərə dair analitik jurnal, - 2014. say 4 (11), - s.69-83.

¹Ziyadov, T. Azerbaijan as a Regional Hub in Central Eurasia: Strategic Assessment of Euro-Asian Trade and Transportation /T.Ziyadov. - İstanbul: Caspian Strategy Institute, - 2012. - 287 p.

²Məmmədov, Z. XXI əsr: İqtisadi inkişafın nəqliyyat faktoru / Z.Məmmədov. - Bakı: Azər nəşr, - 2002. - 384 s. ;Məmmədov, M. Nəqliyyatın dinamik inkişaf strategiyası / M.Məmmədov. - Bakı: Çarşıoğlu, - 2015, - 228 s.

³Azərbaycan Respublikasının tarixi (1991-2016-cı illər) [iki cildə] / Elmi red. Y.M.Mahmudov. - Bakı: Turxan NPB, c.2. -2016. - 716 s.

⁴ Şimşir, N.B. Azərbaycan: Azərbaycan’ın Yeniden Doğuş Sürecində Türkiyə-Azərbaycan İlişkileri / N.B.Şimşir. - Ankara: Bilgi Yayınevi, - 2011. - 768 s.

⁵ Aras,O.N. Azərbaycan’ın Hazar Ekonomisi ve Stratejisi /O.Aras. - İstanbul: Derin yayınları, - 2008. - 298 s.

⁶ Karadağ, R. Petrol fırtınası /R.Qaradağ. - İstanbul:Ötükən yayınları, - 1975. - 409 s.

⁷Babalı, T. Caspian energy diplomacy: since the end of Cold War / T.Babalı. - Ankara: Akyazı, - 2006.- 264 p.

E.Jamilli, A.Uzumcu and Y.Demirag also contain materials on the subject¹.

The geopolitical and economic situation of the Caucasus and the Caspian region, the role and prospects of Azerbaijan in the energy and transport projects of the West, the interests of Western countries in Azerbaijan in resolving the issue of energy security, the status of the Caspian Sea, as well as the importance of the Baku-Tbilisi-Ceyhan pipeline and other issues were touched in the works of Western researchers as S.Cornell, O.Bayulgen, C.Nakhle, D.Morgan, D.Ottovey, H.Karrar, T.Swietochowski.² Prominent US political scientist Z.Brzezinski in his book “The Great Chessboard” also covers the issue of Azerbaijan’s place in the global policy of the United States and its policy in the framework of global energy

¹ Çelikpala, M. Azerbaycan-Gürcistan-Türkiye Bölgesel İşbirliğinin Başarı Örneği / M.Çelikpala, C.Veliyev // CİES (Center for İnternational and European Studies), Police Brief, - İstanbul: Kadir Has Universitetsi press,- 2015.say 3, - s.2-18.; Jamilli, E. ABD’nin Güney Kafkasya politikası (1991-2001) /E.Jamilli. - Ankara: Ankara Üniversitesi, Sosyal Bilimler Enstitüsü, - 2004. - 334 s.; Üzümcü, A.Yeni İpek Yolu: TRACECA ve Bakü-Tiflis-Kars Demiryolu Projesi /A.Üzümcü, S.Akdeniz // Avrasya etüdleri, - Ankara: 2014. say 45, - s.171-199; Demirağ, Y. Türkiye - Gürcistan İlişkileri. Türkiye’nin Avrasya Macerası. 1989-2006 (Avrasya Üçlemesi II), der. Mustafa, A. - Ankara: Nobel Yayın Dağıtım, - 2007. -s. 269-296.

²Bayulgen, O. Foreign Investment and Political Regimes: The Oil Sector in Azerbaijan, Russia and Norway /O.Bayulgen. - New-York: Cambridge University Press, - 2010. - 290 p.; Nakhle, C. Caspian oil and gas in a world of plenty: [Electronic resource] / URL:<https://www.crystolenergy.com/caspian-oil-gas-world-plenty>; Cornell, S.E. Azerbaijan since independence /S.E. Cornell. - New York: Armonk, - 2011. - 485 p.;Karrar, H.H. The new Silk Road Diplomacy. China’s Central Asia foreign policy since the Cold War / H.H.Karrar. - Vancouver-Toronto: UBC Press, - 2010. - 272 p.; Morgan, D. Ottoway, D. Azerbaijan’s Riches Alter the Chessboard // Washington Post.-1998, - 4 October. - p.2-3.;Swietochowski, T. Azerbaijan: Perspectives from the crossroads. Central Asian Survey, 1999, 18(4), p.419-434:[Electronic resource] / URL:<http://dx.doi.org/10.1080/713656170>; Tareq, Y.I. Turkey’s Foreign Policy in the 21st Century: A Changing Role in World Politics /Y.İ.Tareq, M.Aydın - Burlington: Ashgate, - 2003, - 224 p.; Swietochowski, T. Azerbaijan: Perspectives from the crossroads. Central Asian Survey, 1999, 18(4), p.419-434:[Electronic resource] / URL:<http://dx.doi.org/10.1080/713656170>

security. This work is important in terms of studying US interests in the Caucasus region.¹

The world's energy policy, the modern geostrategic importance of the Caspian region, the relations between Azerbaijan and the Russian Federation, Azerbaijan's rapprochement with Western countries through energy and transport projects have been studied in detail in the works of Russian historians and political scientists. Special mention should be made of the works of S.S.Jilsov and S.Chernyavsky.² These works illuminate the reasons for the weakening of Russia's position in the region after the collapse of the USSR, the conditions for the rapid penetration of the United States and the European Union in the region, and the consequences of these changes for Russia. This tendency is also found in the articles of A.Konoplyannik, G.Voytolovsky, N.Kosolapov, V.Mishin, V.D.Pisarev, who are skeptical of such projects as "Contract of the Century", BTC, TRACECA.³

¹ Бжезинский, З. Великая шахматная доска /З.Бжезинский. - Москва: Международные отношения, - 1999. - 256 с.

² Жильцов, С.С. Трубопроводы в Центральной Азии и Каспийском регионе: новый этап борьбы // - Москва: Центральная Азия и Кавказ, -2014. № 3, - с.139-153; Уенэ оуп. Геополитика Каспийского региона. / С.С. Жильцов, И.С.Зонн, А.М.Ушков - Москва: Международные отношения, - 2000. - 280 с.; Уенэ оуп. США в погоне за Каспием /С.С.Жильцов,И.С.Зонн. -Москва: Международные отношения, - 2009. - 200 с.; Чернявский, С. И. Кавказская стратегия Вашингтона // - Москва: Международная жизнь, - 1999. № 1, - с.22-28; Уенэ оуп. 10 лет истории Азербайджана. 2003-2013 годы / С.И.Чернявский. -Москва: Флинта, 2013. - 416 с.; Уенэ оуп. Политика США по укреплению своего влияния в Азербайджане. Независимый Азербайджан: новые ориентиры:[в 2-х томах] / С.И.Чернявский. - Москва: Рос. Ин-т стратег. исследований, - т.2. -2000.- 420 с.

³ Конопляник, А. А. Каспийская нефть на Евразийском перекрестке// - Москва: ИнфоТЭК: статистика, документы, факты, - 1998. № 12, - с. 15-28; Войтоловский, Г. Особенности геополитической ситуации Каспийском регионе / Г. Войтоловский, Н. Косолапов//Европа и Россия: проблема южного направления. Средиземноморье - Черноморье - Каспий, - Москва: - 1999.- с.307-323; Зенькович, Н.А. Илхам Алиев. Взгляд из Москвы/ Н.А.Зенькович. -Москва: Яуза, Эксмо, - 2008. - 512 с.; Мишин, В. Европейские желания и Каспийские возможности // - МоскваНефть России, - 2009. № 1, - с.84-86;

Chinese author B. Lianlei's book "Azerbaijan in the Silk Road Economic Belt: A Chinese Perspective" examines the role of Azerbaijan in China's "Silk Road Economic Belt" policy in terms of transport and transit issues and opportunities for cooperation.¹

As can be seen from the historiographical review, the policy of the East-West Energy and Transport Corridors of the Republic of Azerbaijan in 1993-2003 has not been comprehensively studied in either domestic or foreign historiography. However, the factual materials in the works of the mentioned researchers, the methods of approach to the problem were important for the writing of the dissertation.

The dissertation has a wide source base and was written based on a comparative analysis of the following materials. We can divide the sources we use into several groups: 1) Official documents (protocols, contracts, statements, letters, decrees); As a subgroup of this group, chronicles, interviews, reports, appeals, speeches; 2) archive documents; 3) statistical collections and reports.

Among the official documents we have compiled in the first group, the decrees, orders and agreements signed by the national leader Heydar Aliyev are the first in terms of the extensiveness and importance of the material. It should be noted that these official documents are reflected in the multi-volume collection of documents "Our independence is eternal: speeches, statements, letters, interviews, reports, appeals, decrees".² The documents collected in these collections reflect the activities of national leader Heydar Aliyev as head of state and bring together all relevant official documents on the issue we are investigating.

Писарев, В.Д. Политика США в Каспийском регионе// - Москва:Европа и Россия: проблемы направления. Средиземноморье-Черноморье-Каспий, - 2000. №2, - с.72-94.

¹ Lianlei, B. "Azerbaijan in the Silk Road Economic Belt: A Chinese Perspective".China Institute of International Studies // Caucasus International. Vol. 6.No. 1.Summer 2016. p. 27-40.

²Əliyev, H.Ə. Müstəqilliyimiz əbədidir: [46 cildə] / H.Əliyev. - Bakı: Azərneşr, - c.1-26. -1997-2009.

Relevant volumes of the multi-volume collection of documents of the President of the Republic of Azerbaijan İlham Aliyev “Development is our goal: speeches, statements, letters, interviews, reports, appeals, decrees” were widely used. These materials are one of the main sources in terms of investigation of the issues of East-West energy and transport corridors, studying the state policy of the Republic of Azerbaijan in this area, as well as an objective study of the sphere of influence of global policy.¹

Among other sources a large electronic library under the Office of the President of the Republic of Azerbaijan, an electronic database rich in historical facts organized as part of the study of Heydar Aliyev’s heritage, annual reports in the SOCAR archives, as well as materials on the official website of the BP, electronic documents and reports, the reports of the Statistics Committee of the Republic of Azerbaijan, the reports of the TRACECA Intergovernmental Committee, the official websites of the Ministry of Transport, Communications and High Technologies of the Republic of Azerbaijan were also widely used.

The second group includes materials of the International Conference on the Restoration of the Historical Silk Road in Baku on September 8-9, 1998, the Basic Multilateral Agreement signed on the establishment of the Europe-Caucasus-Asia transport corridor and mainly archival documents. Documents covering the years 1993-2005 in the current archive of the National Secretariat of the TRACECA Intergovernmental Committee for Azerbaijan was useful in the study of the dissertation in terms of factual material.

The documents we refer to the third group are published statistical collections and reports. Among them is “Collection of Legislation of Azerbaijan. 1998-2007”, “Transport and communication of Azerbaijan. State Statistics Committee of the Republic of Azerbaijan”, “Statistical indicators of Azerbaijan. Statistical Committee of the Republic of Azerbaijan”, “Independent

¹ Əliyev, İ.H. İnkişaf məqsədimizdir: [46 cilddə] / İ.H.Əliyev. - Bakı: Azərneşr, - c.1-108. – 2008-2021.

Azerbaijan 10 years. The documents published under the title “State Statistics Committee of the Republic of Azerbaijan” have a special place.

The subject of the research was studied on the basis of sources in Azerbaijani, Turkish, English and Russian languages. The sources and literature presented in terms of in-depth study of the problem were used in the dissertation on the basis of a comprehensive comparative analysis.

In addition to the documents that we have conditionally combined into three groups, the dissertation also used many official documents that are reflected in newspapers and magazines, collections and conference materials.

Object and subject of research. The policy of development of energy and transport corridors of the Republic of Azerbaijan in 1993-2003 is the object of the research. The subject of the study includes the policy of diversification of energy exports of the Republic of Azerbaijan and the programs implemented in connection with the transportation of Caspian energy resources to world markets, the results of the successful implementation of this policy.

Goals and objectives of the study. The main goal of the dissertation is to comprehensively study the policy of the Republic of Azerbaijan on the development of East-West energy and transport corridors, to determine the historical conditions of this policy, its importance for Azerbaijan and the place of East-West energy and transport corridors in Azerbaijan’s transport and communication system. For this purpose, the dissertation focuses on the following tasks:

- To analyze the geopolitical situation in the South Caucasus region in the early 1990s and the interests of major powers in the region in relation to Azerbaijan;

- To study the scientific and theoretical aspects of the energy policy of the Republic of Azerbaijan and the oil strategy of Heydar Aliyev in the chronological framework covering the years 1993-2003;

- To monitor the process of reconstruction and development of the Caspian energy transportation system;
- To show the process of determining the routes of diversified pipelines for the transportation of energy resources of the Caspian Sea;
- To analyze the importance and significance of choosing the western way in the transportation of Caspian resources to world markets;
- To monitor and study the conditions and results of the implementation of the Baku-Tbilisi-Ceyhan main oil pipeline project, the idea of restoring the Silk Road and the creation of the TRACECA transport corridor;
- To study the scientific and theoretical bases of the transformation of the Republic of Azerbaijan into an international transport hub on the Great Silk Road;
- To analyze on a scientific basis the role of the TRACECA project in the expansion of regional and international relations of the Republic of Azerbaijan and the development of the transport and communication system;
- To give a scientific and theoretical assessment of the prospects, potential and role of cooperation of the Republic of Azerbaijan for the development of the East-West energy and transport corridor;

Methodological basis of the dissertation. A number of scientific-theoretical methods were used in the implementation of the goals and objectives set in the dissertation. Conceptuality, objectivity, historical principles, critical approach to archival and research materials, methods of comparative analysis of these materials are among the methods used. The application of methods of analysis and generalization has made it possible to objectively assess the role of Azerbaijan in the East-West energy and transport corridors.

Theoretical and methodological benefits of the works on the history of Azerbaijan and modern international relations were also studied during the research.

The main provisions of the defense.

1. As one of the leading sectors of the world economy, energy and transport are of great importance in modern integration processes, as well as in the foreign policy of states. In addition to owning energy resources in modern times, the transportation of these resources is of great strategic importance and requires a strong, requires a long-term targeted government policy.

2. The successful oil strategy and energy policy of National Leader Heydar Aliyev in 1993-2003 were in line with Azerbaijan's domestic and foreign policy and state interests, as well as enabled the implementation of major energy and transport projects in the world.

3. The Republic of Azerbaijan, the most strategically important country in the South Caucasus, has expanded its relations with the European Union, as well as the United States, Turkey, Russia and China, over the past two decades. The Republic of Azerbaijan has taken one of the most important places in the energy and transport system of the modern world, and its energy policy has made it an active participant in the East-West energy and transport corridors.

4. The energy resources, energy and transport lines and economic ties of the Republic of Azerbaijan have accelerated the active participation of not only the country but also the region as a whole in international economic integration processes, enabled the Trans-European and Trans-Asian railway networks to be integrated into one system.

5. The implementation of large-scale projects within the East-West transport and energy corridors has increased the political, economic and scientific-technological importance of the Republic of Azerbaijan in a large area, as well as opened new prospects for the development of relations between the CIS and Turkic-speaking countries.

6. The Republic of Azerbaijan, which has achieved an alternative to oil transportation through the implementation of the Main Export Pipeline transporting oil from the Azerbaijani sector of the Caspian Sea to world markets, has gained a great advantage not only economically but also strategically. One of the most important

aspects of the Main Export Pipeline is its direct access to the Mediterranean, bypassing the Black Sea, and meeting the oil requirements of the Mediterranean countries. Baku-Tbilisi-Ceyhan has proved its potential to become one of the Great Silk Road lines.

7. The role of TRACECA in strengthening the independence of the Republic of Azerbaijan and strengthening the country's economy, ensuring regional and international energy security is also high. TRACECA has become a corridor that can compete with regional transport corridors in the field of mutually beneficial and safe transportation of goods between Europe, the Caucasus and Asia. This transport system is one of the areas that play an important role in achieving social, economic and foreign policy achievements of the Republic of Azerbaijan.

8. Maintain the geopolitical status of the South Caucasus region as a leader in the field of energy production and transportation, strengthen activities in the development of East-West energy and transport corridors, increase the country's transit potential and pursue oil strategy in the national interest. It is one of the main goals of the policy pursued by the Republic of Azerbaijan.

9. The expansion of energy and transport corridor projects, including the involvement of more countries in the Great Silk Road, is of great importance for the political and economic development of the Eurasian countries, as well as for peace and security in this region. These projects, in which Azerbaijan is a major participant, are global development projects and are one of the main directions of regional and international integration.

10. The energy policy of the Republic of Azerbaijan and the oil strategy that is an integral part of this policy is a successful state policy and is an integral part of the world geopolitical system. For the Republic of Azerbaijan, a country with rich oil reserves, their transportation is as important as natural resources. Energy resources and their transportation issues are integrated with the strategy of the Republic of Azerbaijan to create and develop energy and transport corridors.

The scientific novelty of the research is based on the relevance of the subject, extensive factual materials published in the dissertation, scientific-theoretical judgments and conclusions. For the first time in the dissertation, the policy of the Republic of Azerbaijan to develop the East-West energy and transport corridors was studied in a complex way - against the background of Azerbaijan's political, socio-economic development, as an important part of international relations. The place for the development of energy and transport corridors has been determined on a scientific and theoretical basis.

The following points determine the scientific novelty of the dissertation:

- The geopolitical situation in the South Caucasus towards the 1990s was analyzed in the context of international relations, and the political and economic conditions of the interests of the United States and the European Union in the region were determined;

- The importance of energy transportation in the world economic system and geopolitics, against this background, the priorities of Azerbaijan's foreign policy were analyzed;

- The energy policy of the Republic of Azerbaijan and the oil strategy of Heydar Aliyev were studied from the scientific and theoretical point of view;

- The process of determining the routes of multifaceted pipelines for the transportation of Caspian energy resources was followed in detail and the conditions for choosing the western route for the transportation of Caspian resources to world markets were indicated;

- The location of the BTC in the East-West energy transport was determined, as well as the conditions and results of the establishment of the TRACECA corridor;

- The role of the above-mentioned energy and transport projects in the expansion of regional and international relations of the Republic of Azerbaijan and the development of the transport and communication system has been identified;

- Scientific and theoretical assessment of the prospects, potential and role of the Republic of Azerbaijan in the development of the East-West energy and transport corridor; at the same time, the

geopolitical significance of this policy for Azerbaijan was highlighted;

- Important judgments are made on the policy of the Republic of Azerbaijan on the development of energy and transport corridors, scientific results are shown.

Theoretical and practical significance of the research. The dissertation is of theoretical and practical importance, first of all, for the institutions, researchers and experts dealing with oil and communication policy of the Republic of Azerbaijan, as well as the United States and the European Union. The materials of the dissertation and the results obtained can be widely used in conducting new research on the problem, as well as in writing scientific works.

The materials in the dissertation can also be used in the preparation of lecture texts, programs, textbooks on the subject in higher education and, accordingly, in teaching.

Approbation and application of the research. The main content of the dissertation is reflected in a number of articles, materials of local and international scientific-theoretical conferences. Nineteen articles and conference materials on the subject have been published in the Republic of Azerbaijan, the Republic of Turkey and the Russian Federation.

Name of the organization where the dissertation was carried out: The dissertation was carried out at “Aliyev studies” department of A.A.Bakikhanov Institute of History of ANAS.

The total volume of the dissertation. The dissertation consists of an introduction, 3 chapters, 8 paragraphs, list of additions and reductions and a conclusion. The total volume of the dissertation (excluding the list of literature) includes 251.555, the introduction – 33.264 characters, Chapter I – 75.156, Chapter II – 64.029, Chapter III – 63.948, conclusion – 12.482 characters.

II. MAIN CONTENT OF THE DISSERTATION

In the “**Introduction**” section of the dissertation, the relevance of the subject is substantiated, the level of study is studied, the source database is analyzed, the goals and objectives of the research are defined, the methodological basis is clarified, scientific innovations, theoretical and practical significance are defined.

Chapter I of the dissertation is entitled “**Historical conditions for the creation of East-West energy and transport corridors**” and consists of two sub-chapters. The first sub-chapter deals with the geopolitical situation in the South Caucasus region in the early 1990s, the gaining of sovereignty by the countries of the former Soviet Union, and the geoeconomic interests of major powers in the region. It is noted that the Caspian Sea, rich in hydrocarbon resources, has become the focus of Western and other regional powers. These were the United States, the West, the Russian Federation, the Republic of Turkey, the Islamic Republic of Iran and China in the East. One of the reasons they began to pursue their interests in the region was the region's strategic location in a strategically important part of the world with rich energy resources and an important transportation hub for Eurasia.

The United States, which emerged victorious from the Cold War and formed a new model of international relations, has begun to pursue a multifaceted and multifaceted policy for the Caspian region. The Clinton administration's State Department statement said that “Caspian energy carriers play a key role in supporting independence and prosperity in the Caucasus” .¹ In his book “The Great Chessboard” Brzezinski wrote that “Azerbaijan is of key importance for the opening of the resources of the Caspian Sea and Central Asia to Europe. The United States must be careful in its policy in the South Caucasus and Central Asia, trying not to destabilize it” .²

¹Чернявский, С. И. Кавказская стратегия Вашингтона // - Москва: Международная жизнь, - 1999. № 1, - s.23.

² Бжезинский З. Великая шахматная доска, s.62.

Due to its geographical proximity, geostrategic location, and the availability of significant energy resources, Azerbaijan is a country of traditional interest to European countries¹. Since 1991, Azerbaijan, Georgia and Armenia have been members of the TACIS regional funding program. However, its favorable geographical location at the crossroads of East-West transport made the Caucasus commercially, militarily and politically attractive². At the same time, Azerbaijan and Georgia provide a convenient transport link between the Black and Caspian Seas for the convenient transportation of Central Asian energy resources³. The addition of “deepening energy and transport cooperation between the EU and Azerbaijan” to the 10 priority areas of EU-Azerbaijan cooperation⁴ is one of the facts to understand the importance of Azerbaijan for the EU in terms of developing the East-West energy and transport corridor.

Another power with interests and claims in the South Caucasus is the Russian Federation. After the collapse of the USSR, the coastline in the Black Sea became much shorter and began to pay special attention to the southern border region of the Caucasus and, as in the 1990s, it does not shy away from using any political, economic or military means to maintain its influence in the Caspian and Caucasus regions.

After gaining independence, Azerbaijan became a state with extensive political, diplomatic and economic relations - the Republic of Turkey. During the OSCE Summit in Istanbul on November 18, 1999, Azerbaijan, Georgia, Turkey and The signing by US presidents was an

¹Sadıqov, R. Avropa İttifaqının Şərqi siyasətində Cənubi Qafqaz faktoru: siyasi elmlər üzrə fəlsəfə doktoru dissertasiyası) / - Bakı, 2011, s.52.

²Cohen, A. Europe's strategic dependence on Russian energy. Backrounder: The Heritage Foundation, № 2083, 5 November 2007, p.1-13: [Electronic resource] / URL:[http://www.policyarchive.org/handle/10207/bitstreams/13043.pdf;file:///C:/Users/Us er/Downloads/13043%20\(1\).pdf](http://www.policyarchive.org/handle/10207/bitstreams/13043.pdf;file:///C:/Users/Us er/Downloads/13043%20(1).pdf)

³Winrow, G.M. Energy security in the Black sea-Caspian region// Perceptions, Autumn 2005, p.85-98:[Electronic resource] / URL:<http://www.sam.gov.tr/wp-content/uploads/2012/01/Winrow.pdf>

⁴Məmmədov, N.İ. Xarici siyasət: reallıqlar və gələcəyə baxış /N.Məmmədov. - Bakı: Qanun, - 2013. -s.212.

important step in the region's strategic cooperation and European integration. Turkey's political support for Azerbaijan in the South Caucasus region is the implementation of the BTC project and the development of the modern Europe-Caucasus-Asia-TRACECA transport corridor called the Great Silk Road.

The routes of both East-West transport and energy projects of the Republic of Azerbaijan were implemented through the territory of the Republic of Georgia due to the known relations with Armenia. A circle of Azerbaijan, Georgia and Turkey began to form in the region. The results of the joint projects and joint activities of the three countries during the 1990s began to be seen in the 2000s. The strategic alliance approach of all three countries, especially Turkey and Azerbaijan, supported by growing political and economic opportunities and active political actions, as well as mutual political experience, allows us to look more closely at the realization of regional projects and common future visions.¹ First, the Baku-Supsa pipeline, then the larger Baku-Tbilisi-Ceyhan and the Baku-Tbilisi-Erzurum, Baku-Tbilisi-Kars railways were realized as a natural result of future political and economic processes.

Cooperation between the Central Asian states has a special place in the policy of development of the East-West energy and transport corridors of the Republic of Azerbaijan. Azerbaijan-Kazakhstan-Georgia is working together to develop the Aktau-Baku-Tbilisi-Poti-Batumi railway network, one of the transport lines of the TRACECA program. Uzbekistan, a participant in the TRACECA program, is interested in developing the transport corridor. This project will allow Uzbekistan, as a landlocked country, to join the Trans-European and Trans-Eurasian Transport Network.

The second half of the chapter highlights the historical and political conditions for the establishment of the East-West energy and transport corridors and the place and position of the Republic of Azerbaijan in the

¹ Mehdizadə, G.Z. Azərbaycan Respublikasının Şərqi-Qərbi enerji və nəqliyyat dəhlizlərinin inkişafında Türkiyə və Gürcüstan ilə strateji əməkdaşlığı (XX əsrin 90-cı illəri)// Pedaqoji Universitetin Xəbərləri, - 2019, c.67. №4, - s.159-167.

new corridor policy. In the first years of independence, the development of Azerbaijani oil by Western companies and attempts to pursue pro-Western policies, negotiations with Western companies led to increased pressure on Azerbaijan, which was already in a very difficult political situation by neighboring countries - Russia and Iran. In May, SOCAR and foreign companies signed the 6th memorandum on joint activities in the “Azeri”, “Chirag” and “Gunashli” fields¹. Lukoil, which represents the Russian government, has been pressuring the Azerbaijani government to join the consortium. Armenia's military aggression, the war around Nagorno-Karabakh in 1992-1993, the aggravation of the situation due to the country's difficult war conditions, etc. points did not allow these oil contracts to work².

Heydar Aliyev's coming to power changed the situation. The oil “game” has been temporarily frozen. The essence of the agreement was communicated to the general public through the media. The agreements were rejected on the grounds that they would harm the country's national interests³. A balanced policy was introduced and political relations with Russia were normalized. Relations with Turkmenistan and Iran were also normalized. In August 1993, the Russian oil company Lukoil was also involved in negotiations to participate in Caspian oil projects. 10% of SOCAR's share in “Azeri”, “Chirag” and “Gunashli” fields was transferred to Lukoil⁴.

¹Heydər Əliyev. İki cildə. 2-ci cild. Bakı: Turxan NPB, 2013. -704 s.

²Pinar, İ. Azerbaijan's Foreign Policy and Challenges for Energy Security // Middle East Journal, Vol.63. No.2, (Spring, 2009) -p.227-239: [Electronic resource] / URL: <http://repository.bilkent.edu.tr/bitstream/handle/11693/22629/bilkent-research-paper.pdf?sequence=1&isAllowed=y>

³Müstəqil Azərbaycan Respublikasının yeni neft strategiyası uğurla həyata keçirilir. “Əsrin müqaviləsi”nin 5-ci ildönümünə həsr olunmuş təntənəli mərasimdə ARDNŞ-in birinci vitse-prezidenti, Milli Məclisin deputatı İlham Əliyevin məruzəsi // Bakı: İqtisadiyyat və həyat jurnalı, - 1999. №7-9, - s.7-17.

⁴Nassibli N. Azerbaijan's geopolitics and oil pipeline issue, Journal of international affairs, December 1999 – February 2000, Volume IV - Number 4, - pp.104-107: [Electronic resource] / URL:<http://sam.gov.tr/tr/wp-content/uploads/2012/01/NASIB-NASSIBLI.pdf>

The opening of the East-West corridor, which would open the way for Azerbaijan to the world, became a historical necessity at that time. On September 20, 1994, a contract was signed, which marked the beginning of a new stage in the development of Azerbaijan's oil industry, which entered the history of the world oil industry under the name “Contract of the Century”¹. This agreement is called the “Agreement on Joint Oil Refining and Sharing in the “Azeri”, “Chirag” and “Gunashli” fields in the Azerbaijani Sector of the Caspian Sea” (Production Sharing Agreement - PSA) between SOCAR and AIOC.²

Thus, the energy corridor policy began to be implemented. The signing of the Bishkek Protocol on the ceasefire in 1994 in the same year as the Treaty of the Century. Since then, the oil and security policy of the Republic of Azerbaijan has developed in parallel³.

The dissertation is entitled **“New energy corridor and pipeline policy of the Republic of Azerbaijan. The role of the East-West energy corridor in the transportation of hydrocarbon resources to Europe”** consists of three sub-chapters. It analyzes the initiative to build new multivariate energy corridors and export pipelines connecting the Caspian Sea with the world's energy markets and the region's major energy consumers, and the steps taken in this direction.

It was decided to use the Baku-Novorossiysk oil pipeline, the only transport pipeline, as Azerbaijan did not have access to world markets at

¹Azərbaycan Respublikasının Milli Məclisinin arxivi, fond 2941, iş №245, s.126

²Xəzər dənizinin Azərbaycan sektorunda “Azəri”, “Çirag” yataqlarının və “Günəşli” yatağının dərinlikdə yerləşən hissəsinin birgə işlənməsi və neft hasilatının pay bölgüsü haqqında Azərbaycan Respublikasının Dövlət Neft Şirkəti ilə AMOKO KASPIAN Sİ PETROLEUM LİMİTED, Bİ-PI EKSPLOREYŞN (KASPIAN Sİ) LİMİTED, DELTA NİMİR XƏZƏR LİMİTED, DEN NORSKE STATS OLYESELKAP a.s. LUKOYL SƏHMƏDAR CƏMİYYƏTİ, MAKDERMOTT AZƏRBAYCAN İNK., PENNZOYL KASPIAN KÖRPÖREYŞN, REMKO XƏZƏR ENERJİ LİMİTED, TÜRKİYE PETROLLERİ A.O. YUNOKAL XƏZƏR, L.T.D. arasında Sazişin qəbul və təsdiq edilməsi, onun həyata keçirilməsinə icazə verilməsi barədə Azərbaycan Respublikasının Qanunu. “Əsrin müqaviləsi” – artıq reallıqdır (Rəsmi sənədlər): [Elektron resurs] / URL:<http://files.preslib.az/site/10il/gl2.pdf>

³Зенькович, Н.А. Илхам Алиев. Взгляд из Москвы/ Н.А.Зенькович. -Москва: Яуза, Эксмо, - 2008.- с.127-132.

that time, so that there would be no delays in oil transportation during the period leading up to the construction and completion of the BTC pipeline. A bilateral agreement on oil transportation via this pipeline was signed on February 18, 1996 in Moscow¹. Russia acknowledged in Clause 2 of the agreement that it did not own Azerbaijani oil and that ownership of Azerbaijani oil belonged to the producer of that oil. This should be seen as an important achievement of Azerbaijan's New Oil Strategy.

The export of Azerbaijani and Kazakh oil through the port of Novorossiysk allowed Russia to use it as a reliable tool in influencing the situation in the region. An alternative route to the Russian version of the Caspian oil supply to foreign markets was the Baku-Supsa. On March 8, 1996, Azerbaijan and Georgia agreed to build the Baku-Supsa oil pipeline. The agreement between AIOC, SOCAR and the Georgian government, signed by the companies participating in the "Contract of the Century", provided for the transportation of primary Azerbaijani oil from the Azeri, Chirag and Gunashli fields via the Baku-Supsa pipeline.² In April 1999, the official opening of the Western Export Pipeline and the Supsa terminal took place.³

Chapter II, entitled "Issues of determining the routes of diversified pipelines for the transportation of energy resources of the Caspian Sea", shows that at that time the choice of the "pipeline" issue had a wide range. Routes 7-8 for the transportation of Azerbaijani oil to international markets were on the agenda, but only five of them were officially discussed. 1) Northern Pipeline: Baku-Novorossiysk; 2) Western Pipeline: Baku-Supsa; 3) Southern Pipeline: Baku-Iran; 4)

¹Azərbaycan Respublikasının Milli Məclisinin arxivi, fond 2941, Siyahı 1, İş №397, s.294.

²"Azərbaycan Respublikasının Prezidenti Heydər Əliyevin Supsada, Bakı-Supsa neft kəmərinin açılışına həsr olunmuş təntənəli mərasimdə nitqi" :[Elektron resurs] / URL:<https://lib.aliyev-heritage.org/az/1999520.html>

³Azərbaycanın neft strategiyasının düzgünlüyünün parlaq sübutu // Bakı: "İqtisadiyyat və həyat jurnalı" (Azərbaycan Respublikası Nazirlər Kabinetinin aylıq iqtisadi jurnalı), - 1999. №3-6, - s.4-17.

Eastern Pipeline: Pipeline passing through Afghanistan and Pakistan; 5) South-Western Pipeline: Baku-Ceyhan¹.

There was a lot of interest in choosing the most suitable route for the transportation of Caspian oil. Finally, three directions have been identified for the flow of oil to world markets. The first is the northern direction through Russia, the second is the western direction through Georgia and Turkey, and the third is the southern direction, ie through Iran, Afghanistan and Pakistan. Two of them (Baku-Iran and Baku-Pakistan pipelines) have faced serious opposition from the first day they came up. The westward view was seen as the backdrop for a project called the Eurasian Transport Corridor in the context of the restoration of the Great Silk Road on a larger scale. The “Armenian route” was not possible in the absence of a peace agreement with Armenia and the Armenian-Azerbaijani Nagorno-Karabakh conflict without the implementation of the conditions for the restoration of the territorial integrity of the Republic of Azerbaijan.

“Choosing a western route for transport Caspian resources to world markets. The implementation of the Baku-Tbilisi-Ceyhan main oil pipeline project” in the third sub-chapter provides a detailed analysis of the implementation of the Main Export Pipeline. At the end of 1997, two agreements were signed in Baku on the construction of the Baku-Ceyhan oil pipeline and a series of normative-legal documents on the transportation of Azerbaijani oil to the West.² One of the key stages influencing the implementation of the BTC was the international conference dedicated to the restoration and revival of the Great Silk Road in Baku in September 1998. On October 28, 1998, the Ankara Declaration was signed for its implementation. In accordance with the Ankara Declaration, the signing of the Intergovernmental Agreement on the Transportation of Crude Oil via the BTC Main Export Pipeline by the Presidents of the Republic of Azerbaijan, Georgia and Turkey at the

¹Aslanlı, A. Haydar Aliyev Dönemi Azərbaycan Dış Politikası /A.Aslanlı, İ.Hesenov - Ankara: Platin yayıları, - 2005. - s.99-100.

²Жильцов, С.С. Геополитика Каспийского региона. / С.С.Жильцов, И.С.Зонн, А.М.Ушков - Москва: Международные отношения, - 2000. - с.118.

OSCE Summit in Istanbul on 18 November 1999 made this project possible.¹ The foundation of the BTC Main Export Pipeline was laid on September 18, 2002 in Baku with the participation of the Presidents of Azerbaijan, Georgia and Turkey, as well as the US Secretary of Energy.

Construction of the pipeline began in April 2003, and oil filling began on May 18. On May 25, 2005, the first oil was pumped into the pipeline from the Sangachal terminal, and in October, the Georgian part of the pipeline was put into operation. On June 4, 2006, the first tanker loaded with Caspian oil left the port of Ceyhan for Europe. On July 13, 2006, the pipeline was inaugurated in Ceyhan².

This pipeline is not only a communication system, but also a strategic policy in the globalization of the South Caucasus. The BTC oil pipeline is the main main pipeline of the Silk Road and Turkic-speaking countries, influencing global processes due to its geopolitical nature. Today, the BTC pipeline has entered the oil pipeline system as the world's "artery".

Chapter III of the dissertation entitled "**Europe-Caucasus-Asia transnational transport communication corridor and its geoeconomic and geopolitical significance for the Republic of Azerbaijan**" consists of three sub-chapters. The first half of the chapter analyzes the establishment of the Europe-Caucasus-Asia (TRACECA) transport corridor and its role in the development of Azerbaijan's transport and communication system. TRACECA is a new Europe-Asia transport corridor project through the Caucasus region.

The Europe-Caucasus-Asia (TRACECA) international transport corridor was established in May 1993 by an agreement entitled "Brussels Declaration" signed between EU members. It was decided to restore the ancient East-West corridor "Silk Road" with modern technologies, reconstruction and development of transport and

¹Heydər Əliyevin Prezident sarayında respublika ictimaiyyəti nümayəndələri qarşısında ATƏT-in İstanbul zirvə görüşünün yekunlarına həsr olunmuş nitqi // Xalq qəzeti. - 1999, 26 noyabr. - s.1.

²ARDNŞ-in 2006-cı il üçün illik hesabatı, s.5.

communication infrastructure¹. This project was implemented within the framework of the European Union's TACIS project. From 1993 53 projects worth 111,605,000 euros were implemented for the TRACECA international interregional project. TRACECA program includes “Transport Management Training”, “Legal and Regulatory Framework for Transport”, “Application of Unified Tariff Policy in TRACECA Transport Corridor”, “Simplification of Border Crossing Rules”, “Restoration of Caucasus Railways” and dozens of other technical assistance and investment projects was carried out.

Within TRACECA, the European Commission has played an important role in promoting the activities of donor organizations and private investors in the region by financing more than 65 transport infrastructure projects². The implementation of TRACECA takes the United States and the European Union to Turkey and the Mediterranean.

Today, the restoration of the historic “Great Silk Road” is of greater political, economic and spiritual significance. First of all, the scope is larger and gives a strong impetus to the economic activity of millions of people in the 34 countries located on this road and strengthens the sovereignty, political and economic independence of the participating countries. In other words, this road allowed to connect 48.7 million square kilometers in the transport and economic space, covering 1/3 of the world’s population³.

The second half of the chapter discusses the process of holding the historic Baku Summit held in Baku on September 8-9, 1998 and the importance of this conference. The most important event of this Summit

¹Самедзаде, З.А. Этапы большого пути - Экономика Азербайджана за полвека, ее новые реалии и перспективы / З.А. Самедзаде. -Баку: Нурлар, - 2004. - 936 с.

²Мехтизаде, Г.З. Влияние проекта TRACECA на расширение региональных и международных отношений Азербайджанской Республики, Современная научная мысль //- Москва: Научный журнал НИИ истории, экономики и права. НИИ ИЭП, - 2019. № 1, - с.174-179.

³Чернявский, С.И. Политика США по укреплению своего влияния в Азербайджане. Независимый Азербайджан: новые ориентиры: [в 2-х томах] / С.И.Чернявский. - Москва: Рос. Ин-т стратег. исследований, - т.2. -2000.-с.117-136.

is the signing of the “Basic Multilateral Agreement on the Development of the Europe-Caucasus-Asia Transport Corridor” between Azerbaijan, Bulgaria, Georgia, Armenia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Uzbekistan and Ukraine. At the conference with the participation of representatives of 32 countries and 13 international organizations on international transport on the development of the “Europe-Caucasus-Asia” transport corridor on the basis of the EU TRACECA program the document “On the Multilateral Basic Agreement and its technical annexes for international commercial shipping, customs procedures and document processing”, as well as the “Baku Declaration” were adopted¹.

In accordance with Article 9 of Section VII of the Multilateral Multilateral Agreement and the decision taken at the conference held in Georgia on March 10-11, 2000, it was decided to establish the Permanent Secretariat of the TRACECA Intergovernmental Committee in Baku. The official opening of the Permanent Secretariat was held on February 21, 2001 in Baku.²

The third half of the chapter examines the impact of the TRACECA project on the expansion of regional and international relations of the Republic of Azerbaijan. In the process of restoring the Silk Road, Azerbaijan's relations with influential international organizations (UN, NATO, EU, Council of Europe) have developed. Strengthening its position in international organizations, Azerbaijan has joined GUAM, BSEC, ICT and others. He took an active part in such organizations as Azerbaijan and Georgia, active participants in the Silk Road, are an alternative transport and communication bridge connecting Central Asia and the South Caucasus with Europe for Ukraine, a member of GUAM. GUAM members are in dire need of the implementation of the TRACECA project, which is an alternative to Russia and extends from Europe to Asia, and play an important role in

¹Əliyev, A.Ə. Heydər Əliyev “İpək yolu”nun bərpasının böyük təşkilatçısıdır / A.Ə.Əliyev, Ə.C.Qasımov, N.Ə.Qasımov // İpək yolu jurnalı, Bakı: - 1998. №4, - s. 72-77.

²TRACECA Hökumətlərarası Komitəsinin Azərbaycan üzrə Milli Katibliyi. Ümumi şöbə. Cari arxivi. Sənədlər və materiallar.

this work¹. The implementation of the TRACECA project has further increased the geopolitical importance of Azerbaijan, cooperation between the countries of the region has expanded, as well as Azerbaijan-US, Azerbaijan-Russia, Azerbaijan-Turkey, Azerbaijan-Georgia and other bilateral relations have developed in many ways. On the one hand, this brings great economic and political opportunities to the region, on the other hand, it makes it one of the focal points of the international confrontation. Able to use economic and political dividends to the maximum and effectively, the Republic of Azerbaijan pursued a policy of neutralizing the disadvantages and dangers of this competition for the country and the region.

If we look at the impact of the Great Silk Road on the deepening of relations with Central Asian countries, the development of economic cooperation and interstate political relations with Uzbekistan, Turkmenistan, Kazakhstan and Kyrgyzstan, as well as Turkey's active participation in TRACECA projects prove it.

One of the most important projects in the expansion of regional cooperation in this area, the development of the East-West transport corridor is the Kars-Ahalkalaki-Tbilisi-Baku project². The political significance of the project is the lifting of the blockade created by Armenia, the expansion of direct railway links between Azerbaijan and Turkey. The South Caucasus, one of the key regions of the modern system of international relations, especially the energy resources of the Republic of Azerbaijan, as well as energy and transport lines of geostrategic importance, have accelerated the integration of this region over the past two decades.

Measures such as more efficient use of opportunities and creation of transport and communication network meeting modern standards, provision of sustainable transport services and strengthening of

¹Starr, F., Cornell S. Baku-Tbilisi-Ceyhan pipeline. Oil Window to the West: [Electronic resource] / URL:<https://www.silkroadstudies.org/publications/silkroad-papers-and-monographs/item/13143-the-baku-tbilisi-ceyhan-pipeline-oil-window-to-the-west.html>

²Bakı-Tbilisi-Qars Avropanı Asiya ilə birləşdirən dəmir yoludur // Azərbaycan qəzeti. - 2006, 11 noyabr. - s.6.

activities in these areas, proper assessment and efficient use of transit potential and strengthening of activities for integration of transport system into international transport network tasks to be performed should be considered¹.

The restoration of the Great Silk Road and the creation of the East-West energy corridor are global historical events on the eve of the 21st century. With the implementation of these projects, economic relations between the countries along the way will be strengthened, while the implementation of economic reforms in our country will be accelerated.

The “CONCLUSION” part of the dissertation summarizes the scientific research and scientific results obtained.

The main content of the dissertation is reflected in the following published articles of the author:

1. Müstəqil dövlətlərin “Xəzər dənizi” XX əsrin 90-ci illərində. “Ulu öndər Heydər Əliyev irsində multikultural və tolerant dəyərlər”. Beynəlxalq elmi konfransın materialları,- Bakı:- 3-6 may, - 2016. II hissə, - s.162-164.

2. “Великий Шелковый путь: Вчера и сегодня-история и реальность”. Uluslararası İpək Yolu Kültür Diyaloğu, Türkiyə,- Erzurum: - 5-6 mayıs, - 2016. - s.376-381.

3. Qədim odlar diyarının Tarixi İpək Yolunun bərpası-TRASEKA layihəsinə töhvəsi. “Multikulturalizm Azərbaycanın dövlət siyasəti və cəmiyyətin həyat tərzidir”adlı IV Beynəlxalq elmi konfransın materialları,- Bakı: -7-8 iyun,- 2016, – 268-274.

4. XX əsrin 90-cı illərində Azərbaycan-ABŞ əlaqələrində enerji faktoru. “Müstəqillik illərində Azərbaycanın sosial-iqtisadi, siyasi və mədəni inkişafı” Respublika elmi konfransının materialları,- Sumqayıt:- 13-14 oktyabr, - 2016. - s.76-78.

¹ Mehdiyev, G.Z. Beynəlxalq nəqliyyat dəhlizlərinin inkişaf etdirilməsi Azərbaycanın milli iqtisadi təhlükəsizliyinin tərkib hissəsi kimi // Elmi Əsərlər. AMEA A.A.Bakıxanov adına Tarix İnstitutu, - 2018, c.77, - s.147-156.

5. Şərqlə Qərbi birləşdirən Xəzər dənizi yeni geosiyasi tarixi şəraitdə (XX əsrin 90-cı illəri) // -Bakı: Tarix və onun problemləri, nəzəri, elmi, metodik jurnal,- 2016. №4,- s.254-260.

6. XX əsrin son on ilində Azərbaycan neftinin dünya bazarlarına daşınma marşrutlarının seçilməsi // -Bakı: Tarix, insan və Cəmiyyət. Elmi-nəzəri və elmi-metodik jurnal, - 2017. 3 (18), - s.100-109.

7. Azərbaycan Respublikasının Avropa-Qafqaz-Asiya beynəlxalq nəqliyyat dəhlizinin yaradılmasında rolu (XX əsrin 90-cı illəri). IV uluslararası türk dünyası araşdırmaları simpozyumu. Türkiyə Cümhuriyyəti, -Niğde şəhəri:- 26-28 aprel, - 2017, - s.345-354.

8. Ötən əsrin sonlarında Azərbaycan Respublikasının Avroasiyanın mərkəzində Şərq-Qərb nəqliyyat dəhlizinə çevrilməsi. Ümummilliləşdirilmiş Heydər Əliyevin anadan olmasının 94-cü ildönümünə həsr olunmuş “Azərbaycanşünaslığın aktual problemləri” adlı VIII beynəlxalq elmi konfransın materialları, -Bakı:- 4-5 may, - 2017, - s.318-320.

9. 1998-ci il 8-9 sentyabr Bakı konfransı Böyük İpək Yolunun dirçəldilməsində mühüm addım kimi // - Bakı: AMEA Tarix İnstitutu, Elmi Əsərlər.AMEA A.A.Bakıxanov adına Tarix İnstitutu, - 2017. c.67, - s.69-82.

10. Azərbaycan Respublikasının qlobal iqtisadi layihələrdə iştirakının milli təhlükəsizliyimizin möhkəmləndirilməsində rolu (XX əsrin 90-cı illəri) // “Heydər Əliyev Azərbaycan dövlətçiliyinin memarıdır” adlı respublika elmi konfransının materialları,- Bakı:-2017,- s.109-111.

11. Beynəlxalq nəqliyyat dəhlizlərinin inkişaf etdirilməsi Azərbaycanın milli iqtisadi təhlükəsizliyinin tərkib hissəsi kimi // -Bakı: Elmi Əsərlər. AMEA A.A.Bakıxanov adına Tarix İnstitutu, - 2018. c.77, - s.147-156.

12. Qərb dövlətlərinin Şərq-Qərb nəqliyyat dəhlizi-TRASEKA-nın yaradılmasında maraqları (XX əsrin 90-cı illəri)// AMEA A.A.Bakıxanov adına Tarix İnstitutu, “Gənc tədqiqatçıları-tarixçilərin I respublika konfransı. AMEA A.A.Bakıxanov adına Tarix İnstitutu,- Bakı:- 15 sentyabr, - 2019, -70-71.

13. Влияние проекта TRACECA на расширение региональных и международных отношений Азербайджанской

Республики. Современная научная мысль // - Москва: Научный журнал НИИ истории, экономики и права. НИИ ИЭП,- 2019. № 2,- 174-179 с.

14. Beynəlxalq nəqliyyat dəhlizlərində iştirakın Azərbaycanın beynəlxalq əlaqələrinin inkişafında rolu (XX əsrin 90-cı illəri)// Şəxsiyyət, Cəmiyyət, Dövlət: qarşılıqlı münasibətlərə müasir yanaşmalar. Respublika elmi konfransının materialları,- Bakı:- 6-7 dekabr, - 2019,- s.628-630.

15. Azərbaycan Respublikasının Şərqi-Qərbi enerji və nəqliyyat dəhlizlərinin inkişafında Türkiyə və Gürcüstan ilə strateji əməkdaşlığı (XX əsrin 90-cı illəri) // - Bakı: Pedaqoji Universitetin Xəbərləri, - 2019. c.67, №4, - s.159-167.

16. Şərqi-Qərbi enerji və nəqliyyat dəhlizlərinin yaradılmasında Heydər Əliyevin neft strategiyasının rolu. Turizm və qonaqpərvərlik tədqiqatları // -Bakı: Beynəlxalq jurnal. Azərbaycan Turizm və Menecment Universiteti, - 2019. c.4, - s.161-170

17. Creation of East-West energy and transport corridors the end of the Twentieth century. “Ponto-Caspian and Caucasus region: changes in the conditions of integration and isolation of ecosystems, geology, ecology, geography and Phylogenies of living organisms” international conference which was organized by the Western Caspian University,-Baku:- 27-28 november, - 2020. - p.64.

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19. Bütün türk dünyasını birləşdirəcək dəhliz –Zəngəzur dəhlizi// “Azərbaycanın ərazi bütövlüyünün təmin olunması uğrunda İkinci Qarabağ Vətən müharibəsi: Dövlət, Xalq, Ordu birliyi. Uğurlar və perspektivlər” Beynəlxalq elmi konfransın materialları,- Bakı:- 29-30 oktyabr,- (2021), - 2022. - s.323-328.

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