

STABILITY OF CENTRAL ASIAN INITIATIVES WITHIN THE FRAMEWORK OF  
THE TBT

Sadikova Dilrabo

Independent researcher at the University of World Economy and Diplomacy

Yuldasheva Zebinisobegim Farrukh kizi

2nd year student of World Economy and Diplomacy

Email : [z91262501@gmail.com](mailto:z91262501@gmail.com)

**Abstract**

This article analyzes the prospects for the sustainable development of regional initiatives proposed by Central Asian states within the Organization of Turkic States. The study focuses on evaluating the institutional and economic foundations of projects in the fields of transport and logistics connectivity, trade and economic convergence, and digital cooperation. The research methodology includes comparative and institutional analysis, as well as content analysis of official documents. The findings indicate that the sustainability of regional initiatives is closely linked to the alignment of national interests, the continuity of financial support, and the practical effectiveness of coordination mechanisms. The conclusions of the article provide a basis for developing practical recommendations aimed at deepening regional cooperation in Central Asia.

**Introduction.** Recently, regional cooperation formats have been activated in Eurasia. In this process, the Organization of Turkic States is emerging as an important institutional platform for multilateral dialogue and practical cooperation for the countries of Central Asia. Initiatives in the areas of transport, trade and digitalization promoted within the organization serve to expand the economic and transit potential of the region.

For the countries of Central Asia, these initiatives are important in terms of diversifying access to foreign markets, effectively using transport corridors, and strengthening regional stability. At the same time, the long-term effectiveness of the initiatives is determined by the strength of their institutional foundations and the practical implementation of the decisions made. This article aims to shed light on these issues from a scientific perspective.

**Theoretical basis and literature review.** Available scientific and official sources cover cooperation within the TCT from various theoretical perspectives. In the institutional approach, Huseyn (2023) emphasizes that the mechanisms of economic cooperation of the TCT are being strengthened in a systematic manner with the “Turkic World Vision–2040”. Musabay Baki (2022) evaluates this document as a strategic roadmap aimed at ensuring the long-term sustainability of Turkic cooperation. Amreyev (2022) sees the TDT as an emerging regional actor and notes that its institutional capabilities are increasing.

From the perspective of regionalist theories, Yılmaz (2023) shows that economic integration in the Turkic space is deepening through transport connections and trade flows. Purtaş (2022) analyzes Turkey's role within the TEU and argues that the organization's importance as a political coordination platform is increasing. At the same time, the International Crisis Group (2023) emphasizes that, although cooperation in Central Asia has positive dynamics, institutional stability is still not fully formed.

The analysis shows that the existing literature sufficiently covers the general development of the TDT, but the practical stability factors of the Central Asian initiatives are poorly studied in a comprehensive way. On this basis, the author's concept - a multi-factor stability model - is put forward in the article. The research hypothesis is that in conditions where institutional coherence, stable financing, and alignment of political interests are ensured, Central Asian initiatives within the TDT will have high stability.

**Methodology.** The research was based on a qualitative approach and focused on the analysis of institutional and political-economic processes. Comparative analysis compared the development rates of key initiatives within the framework of the TDT. Institutional analysis assessed the regulatory framework and coordination mechanisms. Content analysis served as a systematic study of the content of official documents and strategic programs.

The source database was formed by official documents of the TDT, strategies of member states, as well as analytical reports of the World Bank, OECD and other international organizations. The main limitation of the study is the lack of updated statistical information on some initiatives and the fact that some projects have not yet reached the full final stage.

**Central Asian initiatives within the framework of the TBT: current status**

Current initiatives are mainly focused on transport and logistics and trade. The increase in freight traffic through the Middle Corridor indicates that the region's transit potential is expanding. In particular, freight traffic through the Trans-Caspian International Transport Corridor (Middle Corridor) has increased from 1.5 million tons in 2021 to 2.7 million tons in 2023 (World Bank, 2024). TCT countries are gradually introducing additional measures to simplify customs procedures and expand multimodal transport (OTS, 2022). This serves to increase the transit capacity of the region.

At the same time, the formation of joint investment mechanisms is creating new opportunities for financing infrastructure projects. As an important step in the direction of trade and economic integration, the Turkish Investment Fund was established. The fund's endowment fund, which is set at 500 million US dollars, is aimed at financing transport, industry and logistics projects (OTS, 2024). As Yilmaz (2023) notes, the expansion of trade relations between Turkic states is directly related to infrastructural connectivity.

In the area of digital cooperation, pilot projects have been launched to harmonize electronic document circulation and digital customs systems. According to OECD (2023), digitalization of trade procedures can reduce transit times by 15–25 percent. Within the framework of the energy and green agenda, TDC countries have reached agreements to increase the share of renewable energy and expand green financial instruments (OTS, 2024).

**Table. Key initiatives related to Central Asia within the framework of the TBT**

Initiative name	Participant countries	Goal	To implement increase stage	Main results ( numbers )	Stability factors
Transcaspian international transport corridor ( Middle (passage )	Kazakhstan, Azerbaijan, Uzbekistan, Turkey, Georgia	China–Europe in the direction of alternative multimodal transit development	Active expansion stage	In 2023 load volume 2.7 million per ton reached ; forecast for 2024 - 4 million ton	Infrastructure modernization, port and railway capacity, customs coordination



Initiative name	Participant countries	Goal	To implement increase stage	Main results ( numbers )	Stability factors
		ent			
TR A CE transport b a r q a riority project ( WB )	Kazakhstan ( main ), regional impact	Average road plots moderniza tion to do and to the climate durable the roads developm ent	Financin g Phase (2024– 2032)	World bank \$ 650 million from Financial support	Financial resources nationalism, state - private partnership, technical stand by
Simplifie d customs office corridor	TDT members	From the border transition time shortening and trade relief	Step by step current in progress	e- Permit and digital document rotation transportation to accelerate blackened	Legal harmony, digitization level, customs cooperation
Turkish investme nt fund	TDT members	Financing of additional infrastruct ure and industrial projects	Institutio nal to work unloadin g stage	Master capital \$500 mln ; from 2025 large projects financing planned	Capital adequacy, project portfolio quality, management efficiency
Digital logistics and e- documen t systems	TDT members	Transit processes digitizatio n and transparen cy increase	Pilot and expansio n stage	OECD rating see, digitization transit Reduce time by 15– 25% possible	IT infra structure, st a nd rtl a rni awareness, cyber security
Green energy cooperati on (Turkic Green Vision)	TDT members	Again renewable energy share increase and green finance developm ent	Strategic program stage	OTS energy cooperation plan 2023- 2027 do it	Investment, technological transfer, political compulsion

### To stability impact doer factors

Initiatives stability institutional harmony, financial of resources continuity and political interests to the suitability related. Digital systems incompatibility and external geopolitical factors some projects efficiency limits possible. Central Asian countries of TDT initiatives for stability, first next, normative of obligations practical fulfillment level with is marked. "Simplified customs office the path organization to grow right on the right within the framework of the agreement electronic permits and before information exchange mechanisms current to grow in the eye caught this is from the border to pass time to shorten (OTS, 2021a). However, CAREC Transport and Trade Facilitation Indicators » report according to, in Central Asian directions border processes duration some in the regions still yes one how many by the hour carefully (ADB, 2023). This is institutional decisions with real logistics operation in the middle difference existence shows.

Political stability points from the perspective of the TDT platform Central Asian countries in the middle many direction communication activated. Bishkek summit in the declaration transportation, digitization and energy in the directions addition projects expansion according to definitely obligations note (OTS, 2024a). With this together, within the framework of "TRACECA" analyses region of the sidewalks efficiency neighbor transit countries with technician standards to harmony yes strong connection (TRACECA, 1998/ updated). This factor is a key factor in the development of TDT initiatives. for outside to the environment sensitivity high what is it indicates.

Economic in terms of Central Asian countries for main issue this is an investment capacity and cargo flows stability. "Turkic Economies Report 2024" see, transport and energy connection reinforcement in the TDT area alas trade expansion main driver in the capacity of is being evaluated (Turkic Academy, 2024). With this together, in the OECD (2023) region logistics services market shattered the rest note enough, this own next transport of projects economic efficiency restriction possible.

Technological factors in the cross section digital integration level Across Central Asia uneven. Within the OTS framework electronic consignment notes and digital logistics platforms current to grow according to beginning initiatives started even if they are complete result national systems alas adapted in fate to the surface (OTS, 2022b). Thus so, region for main stability test - normative decisions speed with current infrastructure syllables one of time himself/herself development and digital standards from awakening phrase

**Discussion.** Analysis results this shows that within the framework of the TDT integration processes functional in the direction is developing. This situation For Central Asia economic opportunities expands, but institutional execution discipline requires reinforcement. This situation By Yilmaz (2023) advanced pushed economic integration model with with this. together, TDT still Like the European Union high at the level institutional integration to the stage what is missing emphasis necessary.

For Central Asia strategic TDT platform in terms of transit income increase, export directions diversification to do and regional coordination reinforcement opportunity giving. However, stability supply for infrastructure modernization, digitization deepening and addition financing mechanisms expansion necessary.

Author to the conclusion according to the TDT Central Asian initiatives growth from the stage systematic stability to the stage to pass on the eve is standing. Next in the stage main task - institutional decisions practical projects with complete from the garden phrase

**Conclusion and recommendations.** Article to the conclusions according to the TDT framework Central Asian initiatives development in the phase to be, their stability practical to perform Transport infrastructure modernization to do, digital processes harmony and joint financing mechanisms expansion priority task as is determined. Average road freight

forwarding volume of 2.7 million in 2023 per ton enough of the region transit authority that is growing confirms (World Bank, 2024). With this together, CAREC indicators from the border to pass time same high what is it (ADB, 2023). This is institutional decisions and practical logistics results in the middle difference existence indicates.

Research hypothesis partly confirmed: TDT initiatives stability really yes institutional harmony, financial supply and infrastructure of readiness together under the influence related. However In the Central Asian region especially current to do discipline and digital harmony solution doer factor in the capacity of demonstration is about to happen.

Practical in terms of Central Asian countries for priority task as, transport syllables together modernization to do, customs processes complete digitization and Turkish investment or a weapon from resources purposeful use to provide to bring possible. (Turkic Academy, 2024; OTS, 2024). Opposite in case, initiatives normative to a certain extent active to be mold, real economic efficiency limitation possible.

**Table: TDD initiatives for Central Asia according to priority measures**

Direction	Available problem	Exactly recommendation	Pending result	Responsible actors
Transportation and logistics	Border to pass of time height	Implementation of a single digital transit platform	Transit reduce time by 20–30%	TDT Secretariat, customs organs
Infrastructure	Road capacity the proportion of the name	Temiryo' l and a ports synchronous modernity to do	Cargo flow stable increase	National governments, TIF
Trade integration	O ' z a ro good night share past	Preferential trade mechanisms expansion	Internal trade of size growth	Trade ministries
Digitization	National systems incompatibility	e-CMR and e-Permit standards to awaken	Border transparency increase	Transportation and IT departments
Financing	Project portfolio limited	Turkish investment fund through addition projects expansion	Investment flow increase	TIF, national development banks

Overall, the TBT platform for Central Asia is creating important transit and integration opportunities. However, the next stage should focus on accelerating the transition from normative initiatives to practical results.

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