



The Cooperation Council of Turkic Speaking States (the Turkic Council - TC) was established in 2009 as an intergovernmental organization to promote multilateral cooperation among Turkic Speaking States. The four founding member states of the TC are Azerbaijan, Kazakhstan, Kyrgyzstan and Turkey. In addition, Uzbekistan and Turkmenistan are two possible future members of the council. This study aims to investigate the infrastructural investment, trade, logistics and transportation potential of the mentioned countries as well as elaborate these activities among the TC ' s current and possible future members. For this purpose, firstly, present situation of the trade among the Council ' s current and possible future members has been examined. At this point, it is made clear that the trade volume among these six states is not as much as expected, but it is open to healing. Later, the opportunities and the last developments that may increase the trade volume among the TC ' s current and possible future members in line with advancement of their infrastructural potential are explored. In reality, the geographic location of these states is very good. Namely, they are on the old trade route known as the Silk Road channels; however, this road was not active for a long time. Recently, this ancient trade route between East and West was aimed to be revived by China. Besides, India is keen to develop another approach of the Silk Road under the International North South Transportation Corridor (INSTC) initiative. In fact, these are great opportunities for the TC ' s current and possible future members. That is, there is a very large volume of trade between China and Europe, and currently almost all of this trade is done through sea transport. Hence, if even a small part of this trade is transported by the Chinese Initiative of the Silk Road, its contribution to the current and potential future members of the TC and their integration into each other will be great. However, at this point, there are some tasks that current and potential members of the TC must complete to mobilize the Silk Roads. In fact, opening of Baku-Tbilisi-Kars (BTK) rail link recently was an important step to make it active, but this is not fully enough. In this work, it is also aimed to set out these tasks from the perspective of each current and potential member. Finally, with the help of this review, the limitations and problems of each state ' s infrastructural investment, trade, transport and logistics system have been put forward for improvement studies.

India and Central Asian countries had incredibly long historical bonds, cultural interactions, economic and trade connections. These ties had been frozen with the replacement of Silk Route with the sea route. The British and the Russian colonial outstretch in the Indian subcontinent and Central Asia, respectively, further drifted them in opposite directions. With the collapse of the Soviet Union, and the emergence of independent Central Asian Republics (CARs), both the regions reconnected, but the strength and substance of the historical and civilizational relations have been rejuvenated with some policy frameworks on the part of both sides. However, the full potential of India's ties with the Central Asian countries remains low due to the absence of land connectivity. To overcome this lacuna, several connectivity projects have been launched such as Turkmenistan-Afghanistan-Pakistan-India (TAPI) pipeline, Iran-Pakistan-India (IPI) pipeline, International North-South Transport Corridor (INSTC), and Chabahar Port (CP). But these projects have not been fructified for the given geopolitical dynamics. Against this background, the primary focus of this paper is to analyze the connectivity factor between India and Central Asia, how the geopolitical dynamics are effecting connectivity and how Iran could be a viable connectivity option between both the regions.

The Russian annexation of Crimea was one of the great strategic shocks of the past twenty-five years. For many in the West, Moscow's actions in early 2014 marked the end of illusions about cooperation, and the return to geopolitical and ideological confrontation. Russia, for so long a peripheral presence, had become the central actor in a new global drama. In this groundbreaking book, renowned scholar Bobo Lo analyzes the broader context of the crisis by examining the interplay between Russian foreign policy and an increasingly anarchic international environment. He argues that Moscow's approach to regional and global affairs reflects the tension between two very different worlds—the perceptual and the actual. The Kremlin highlights the decline of the West, a resurgent Russia, and the emergence of a new multipolar order. But this idealized view is contradicted by a world disorder that challenges core assumptions about the dominance of great powers and the utility of military might. Its lesson is that only those states that embrace change will prosper in the twenty-first century. A Russia able to redefine itself as a modern power would exert a critical influence in many areas of international politics. But a Russia that rests on an outdated sense of entitlement may end up instead as one of the principal casualties of global transformation.