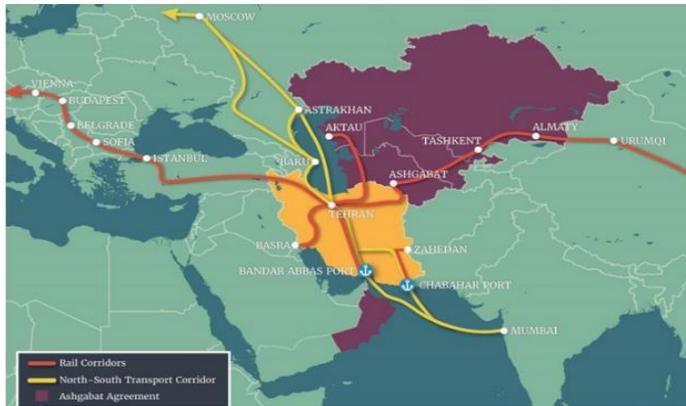


## ASHGABAT AGREEMENT: REORIENTATION FOR INDIA



India has a huge geo-political disadvantage in middle east and the central asian region due to the lost of western Punjab(morden Pakistan) in the partition which has curtailed our direct reach in this region which is rich in natural resourses,with a view to this,India has made some changes in the foreign policy of the nation and added a new policy which is called “**Look West Policy**”.Instill this fact in mind india is curious to make sound relations with these nations.Recently india has joined a new treaty call **ASHGABAT AGREEMENT** which was erected on april,2011 to established a multi-purpose model transport and transit corridor among the Persian gulf,central asian nations and off course India.

**ASHGABAT** is basically the capital of Turkmenistan.The agreement was first signed by Uzbekistan,Turkmenistan,Oman,Iran and Qatar on 25 april,2011 but soon Qatar left the Ashgabat treaty in 2013,Kazakhstan and Pakistan joined the grouping in 2016.The Ashgabat came into force in april 2016. Its objective is to enhance connectivity within the Eurasian region and synchronize it with other regional transport corridors,including the International North-South Transport Corridor (**INSTC**).The first meeting of the Ashgbat agreement held in 2017 in which they have made a discussion over the operational issues including the routes of the participating nations.Turkmenistan was considered as a depository state.In this committee the railway and road routes which are the part of the single transport transit corridor are in the framework of this treaty.The objective of this agreement is to enhance connectivity within the member nations and maintain equalibrium and synchronize it with other transport corridors.

India entered the Ashgbat agreement after the inauguration of the first phase of the **shahid beheshti terminal at Chabhar port** on 3 December,2017 which it had financed to the tune of **\$85 million**. With the commissioning of the Shahid Beheshti terminal and India’s joining of the Ashgabat Agreement, a greater prospect now opens up for enlarging both the operational and practical scope of Chabahar to become a vital gateway and the shortest land route to Central Asia.Now,this treaty will help india a lot to make positive way towards the central asian region which is vital Geo-politically.In this agreement the member nations will support each other in enhancing the trade and transport in this.

It is important to note that the operation of a multi-purpose terminal at Chabahar including India's plan to build a **610 km** north-south railway from **Chabahar** to **Zahedan** couldn't have been realised unless India joined a Central Asian-led transport mechanism. It is also an important way of connectivity with Afghanistan via Chabahar and India has already sent wheat shipment, now it seems that Afghanistan will eventually shift more trade to Chabahar port and will drastically curtail their trade from Pakistan. It is believed that the trade through Chabahar port is expected to increase to \$5 billion worth and it is going to give the huge boost to the foreign policy of India and also good for **INSTC**. Under the Iran-Turkmenistan-Kazakhstan railway line which is going to be the major route in Ashgabat agreement. It is going to improve the transportation in railway, ships and road routes which will connect India with Central Asian nations, Iran and Russia.



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