

**ALGERIA IN THE GEOPOLITICS OF INTERNATIONAL TRANSPORT
CORRIDORS: STRATEGIC POSITIONING AND REGIONAL
INTEGRATIONS**

الجزائر في جيوسياسية ممرات النقل الدولية: الموقع الاستراتيجي والاندماج الإقليمي

Bensmail Ahmed

Ecole Normale supérieure de Bouzareah, Algeria

bensmail.ahmed@ensb.dz

Rezzaz Mohamed Abdessamad

University of Sciences and Technology Houari Boumedienne(USTHB), Algeria

rezzazmohamedabdessamad@gmail.com

Date of receipt: 24/04/2026

Date of acceptance: 06/06/2026

Date of publication: 10/06/2026

Author Correspondence: Bensmail Ahmed, bensmail.ahmed@ensb.dz

ABSTRACT

This paper examines the geostrategic dimension of international transport corridors as one of the fundamental pillars of the emerging multipolar world order. These corridors are no longer merely transport infrastructure; they have become strategic instruments in the struggle among major powers for regional and international influence. In addition to serving as tools for local and regional development, intercontinental connectivity, and integration among global economic centers, they are also used to build alliances and economic blocs and to exert political pressure in international relations.

This study discusses the geopolitical competition among major powers: China, the United States, and Russia over international transport corridors and the implications of this competition for developing countries. It is a presentation and analysis of some examples of international transport corridor projects such as: China's Belt and Road Initiative, Euro-Asian connectivity corridors, and the Trans-Saharan Road in Africa. It also examines the position and role of Algeria as a strategic country located in North Africa within this geostrategic struggle. It evaluates the opportunities and the challenges facing developing countries that aspire to strengthen their regional and international partnerships. Algeria can become a logistic hub, a continental and international trade gateway if it develops its transport infrastructure and related services.

Keywords:

Algeria; Belt and Road Initiative; International Transport Corridors; Transport Geopolitics.

ملخص

يتناول هذا البحث البعد الجيواستراتيجي لممرات النقل الدولية باعتبارها أحد الركائز الأساسية في النظام العالمي الجديد متعدد الأقطاب، حيث أنها لم تعد مجرد بنية تحتية للنقل فقط، بل أصبحت أداة استراتيجية في الصراع بين القوى الكبرى من أجل النفوذ الإقليمي والدولي. فبالإضافة لاستخدامها كوسيلة للتنمية المحلية والإقليمية، والربط بين القارات وتحقيق التكامل بين المراكز الاقتصادية العالمية فهي تُستخدم أيضا كأداة للإنشاء الأحلاف والتكتلات الاقتصادية وأداة ضغط سياسية في العلاقات الدولية. من خلال عرض وتحليل نماذج من المشاريع الدولية للممرات النقل الدولية مثل مبادرة الحزام والطريق الصينية، وممرات الربط الآسيوية الأوروبية، والطريق العابر للصحراء في إفريقيا. ناقش في هذا البحث التنافس الجيوسياسي بين قوى كبرى كالصين والولايات المتحدة وروسيا حول ممرات النقل الدولية، وما لذلك من انعكاسات على الدول النامية، حيث ناقش دور ومكانة الجزائر بموقعها الاستراتيجي في شمال أفريقيا، في هذا الصراع الجيوسياسي حول ممرات النقل الدولية ونقيم فرص وتحديات التي تواجهها كدولة نامية تطمح الى تعزيز شراكاتها الاقتصادية الإقليمية والدولية وأن تصبح مركزا لوجستيا، ومعبرا تجاريا قاريا ودوليا إذا تم تطوير بنيتها التحتية في النقل وخدماته.

الكلمات المفتاحية:

ممرات النقل الدولية، جيوسياسية النقل، مبادرة الحزام والطريق، الجزائر.

1. INTRODUCTION

Transport infrastructure and logistics services constitute a fundamental pillar of global supply chain fluidity; in their absence, trade is subject to severe disruptions, the global economy falls into recession, and economic and social crises may escalate into political crises (Erkan, 2014). The globalization of the economy and trade has intensified the need to develop transport infrastructure capable of absorbing the continuous growth of cross-border flows of goods and people, which in turn requires integrated and efficient transport networks that can enhance states' competitiveness in international trade (Demetriades, 2006). The development of transport systems infrastructure has thus become a precondition for expanding exchanges among regional and global economies, which explains why economic and commercial diplomacy has grown central within states' foreign policies (Ruël et al., 2013; 14-17).

In international forums, particular attention is devoted to securing international outlets for domestic economies and foreign trade in order to integrate more effectively into global economic dynamics (Papava, 2025). Within this context, international transport corridors have emerged as one of the most important modern infrastructures in the transport sector and as an economic showcase of globalization, concentrating the flows of people, goods, and industrial and commercial capital in the form of traffic streams carried by multimodal transport systems—now a defining feature of twenty-first-century transport networks (Kaptur & Karazhanova, 2021). International transport corridors are no longer simply means of bundling and accelerating the movement of goods and people between countries; they have become key players in international trade and global economic integration (Saidahrolovich & Numonzhonovich, 2023).

As geopolitical competition among great powers has intensified, the importance of these corridors has grown in shaping the spatial distribution of economic and political power (Williams, 2020). Large-scale corridor projects, such as China's Belt and Road Initiative and various Eurasian connectivity schemes, have become pivotal factors in the global power struggle, with control over them approaching in importance control over locations of raw materials and major markets (Klaus & Curtis, 2024). The new battleground between the United States and China, which began and remains a trade war, has taken on a new dimension by shifting toward competition over international transport corridors, where control ensures a significant advantage in attracting states both economically and politically (Banerjee & Singh, 2024).

At present, three major projects for international transport and supply corridors compete globally: China's Belt and Road Initiative (launched in 2013); the G7's infrastructure partnership announced in 2021; and the European Union's Global Gateway initiative launched in 2023 (Makarova et al., 2020). In North Africa,

Algeria occupies a distinctly geostrategic position as the continent's largest country by area and a natural bridge connecting sub-Saharan Africa with Europe via the Mediterranean (ANESRIF, 2024).

Accordingly, this paper seeks to address the following research question: How do international transport corridors reshape global power balances, and what is Algeria's role and position within this geostrategic competition?

The study aims to analyze and highlight the following points:

First, to highlight the geostrategic dimension of international transport corridors and their role in reshaping political and economic balances at the regional and global levels amid the rise of new regional powers in the international arena, foremost among them China and its Belt and Road Initiative, and the traditional major powers, the United States and Europe, through the study of models of major transport corridor projects at the global level, such as the Chinese Belt and Road Initiative, Euro-Asian connectivity projects, and linking North Africa to Europe.

Second, to assess the opportunities and challenges facing Algeria in strengthening its geostrategic position through the development of its transport and logistics infrastructure and by giving it an international dimension through integration into the international transport network, so that it may occupy the place it deserves within global transport and logistics networks of geostrategic value and integrate into the global economy.

2. Methodology

This paper adopts a mixed methodological approach that combines descriptive, analytical, and exploratory methods to assess the importance and role of international transport corridors in the geopolitics of global competition. To this end, it draws on a wide range of sources, including reports from United Nations bodies, official documentation from international organizations and platforms, and peer-reviewed academic articles and studies

3. The Importance of Transport Corridors and Geostrategic Criteria for Route Selection

The concept of transport corridors emerged relatively late in the scientific literature. It was used in the early 1960s in the context of increasing flows of trade and movement of people around major transport axes in the United States and Canada, where Guttman described them as an urban phenomenon characterized by the concentration of people and goods along linear transport axes linking major economic cities (Kryukova, E. V. 2020). The concept later moved to Europe and was used to describe major transport infrastructure projects in the process of organizing and structuring European space in order to achieve European integration (McCarthy, A. 2000).

The concept of intercontinental transport corridors is used to refer to long-distance routes for the movement of goods and people across continents, such as the Chinese Silk Road, the reactivated Trans-Siberian Railway, or the Pan-American Highway, where different transport modes are used, including airports, railways, highways, seaports, and rivers. The purpose of their creation may be political, such as establishing international alliances to economically and politically encircle competitors (Saima Razzaq Khan et al., 2024), or economic, as a means of regional development, where different transport and communication modes integrated into a unified transport system become a catalyst for economic and social activity in the areas along the corridor through the emergence of economic projects that encourage investment and job creation (Lamarque, H., & Nugent, P. 2022).

The United Nations Conference on Trade and Development defined transport corridors in its advisory report on creating transport corridors for development in Africa as linear, integrated axes combining multiple transport infrastructures, often multimodal, including roads, railways, waterways, oil pipelines, and sometimes air transport, allowing the smooth movement of people and goods over long distances

<i>Review EL'BAHITH - ENS - Bouzareah - Algiers</i>					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

within one country or across several countries or continents (CNU Commission des Nations Unies pour le commerce et développement, 2022).

Many geographical studies also define transport corridors as a spatial planning and organization tool that helps lift isolation from peripheral regions and enable their economic integration, thereby stimulating development and improving the living standards of their populations (Hope, A., & Cox, J. 2015).

Transport corridors are also classified on the basis of their geographical scope or the purpose of their creation. Corridors based on geographical scope are transport corridors that link regions within one state in order to achieve planning policy objectives by integrating remote and isolated regions economically and socially into national development plans, such as Algeria's highway transport corridors (the East-West Highway, the High Plateaus Highway, and the North-South Desert Highway). Functional corridors, on the other hand, are export-oriented corridors (Corridors d'Extraction) and are concerned with transporting raw materials and products to seaports for export. There are also façade corridors (Corridors de Façade), which link ports in coastal cities through highways and railways, in addition to backbone corridors (Corridors épine dorsale), which connect the port hinterland to industrial basins (Debie, J., & Comtois, C. 2010).

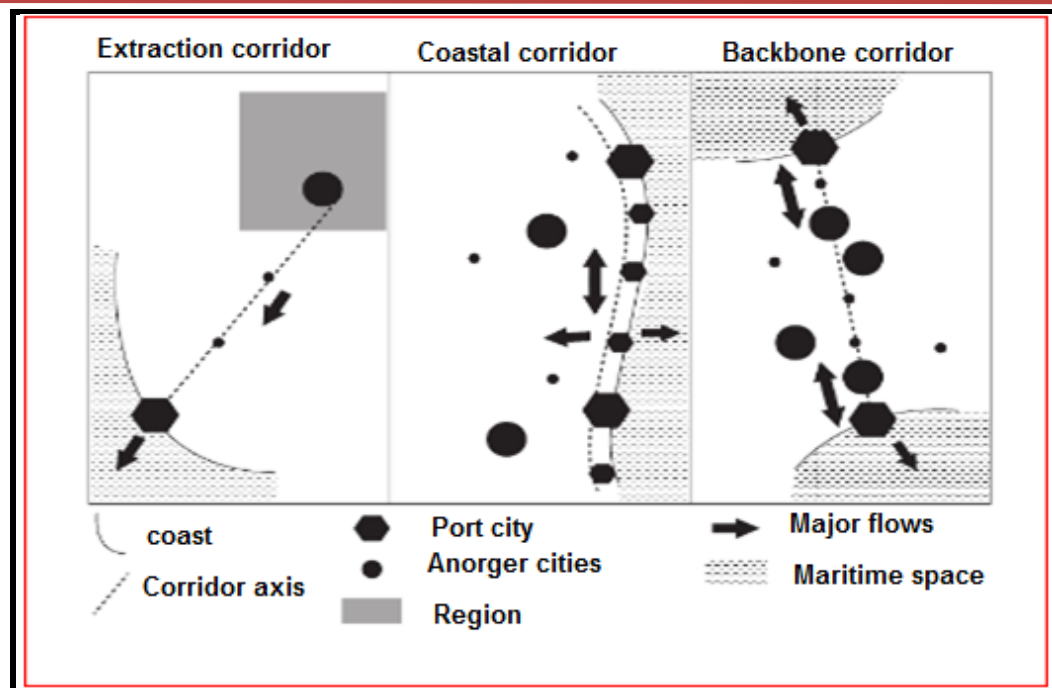


Fig.1. Typologies of functional transport corridors.

Source:Debie, J., & Comtois, C. 2010

Despite the different definitions, transport corridors agree in being a phenomenon resulting from the concentration of dense flows of goods and people in corridor form, where different transport systems are integrated to benefit jointly from logistics services in the transport sector. They also contribute to the economic growth and social welfare of the regions they cross, help ensure better fluidity in commercial activity, and facilitate customs and border-crossing procedures. Thus, they serve as a means of regional and global economic integration.

The economic and political importance of transport corridors depends on several factors, most notably the willingness of states and governments to engage in international economic and trade partnerships, their possession of multimodal transport infrastructure capable of integrating into economic and trade dynamics through linking their transport networks to international transport corridor axes, and

<i>Review EL'BAHITH - ENS - Bouzareah - Algiers</i>					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

their responsiveness to the requirements of free movement of people and goods and the ease of border-crossing and customs procedures (Jaglin, S., & Steck, B. 2008).

The economic and social importance of major transport corridors lies in facilitating the movement of goods and commodities between states and distant regions, thereby reducing transport costs and increasing the speed of trade exchange. They also act as a catalyst for economic and social development by attracting investment to the areas they pass through, which leads to the creation of new jobs and connects peripheral areas to economic centers, thereby reducing regional disparities (Quium, A. A. 2019).

Politically, they enable states to expand their political and economic influence through new vital spheres of influence, and they contribute to consolidating alliances by being used as diplomatic tools to enhance regional and international cooperation. They are also used as instruments of political pressure in international disputes (Lutfullayevna, F. M. 2022).

The route of transport corridors is selected according to several geostrategic considerations, including the distribution of natural resources such as energy and minerals, the presence of major economic centers that guarantee a high volume of commercial traffic, and areas that provide political and security stability to reduce the risk of project disruption. The presence of financial institutions also plays a major role in supporting and implementing major projects, in addition to the presence of seaports on major coastlines (Saidahrolovich, K. S., & Numonzhonovich, M. M. 2023).

4. Previous Studies

The issue of competition among major powers for control over transport corridors has long attracted the attention of many academic researchers because of its importance in international relations. In this regard, Resnick argues in his book *The Second World: Empires and Influence in the New Global Order* that we are on the threshold of a new multipolar world, a world in which the map of major powers is being redrawn through control of land and sea transport corridors. While it was previously said in the post-Cold War period that there was one main player, namely the United States, there are now three: the United States, the European Union, and China, all seeking to shape the world according to their own interests and competing over diminishing energy sources, natural resources, and commercial markets for the disposal of their products. He also points to the renewed interest in the use of old land routes and sea corridors in economic geopolitical conflict (Resnick, E. 2008).

David M. Arase, in his book *The Belt and Road Initiative as Geostrategy*, noted that China began the Belt and Road Initiative in 2013 by granting infrastructure loans to countries wishing to join the initiative and by providing technical assistance within the framework of lucrative trade and investment agreements for Chinese companies. With the expansion of this initiative, China may strengthen its geostrategic dominance internationally and thus come closer than ever to realizing the great Chinese dream of becoming the world's largest economic power by 2049 (Arase, D. M. 2022).

In his article entitled *The Belt and Road Initiative and global governance*, Carrai(2020) asks the following question: "Is America losing influence in the Global South? Assessing the dynamics of Sino-American competition in infrastructure diplomacy." He compares China's Belt and Road Initiative with American infrastructure diplomacy in the context of their historical competition over the rest of the world, concluding that, according to data from the Global Infrastructure Center,

China has overtaken the United States as the world’s largest infrastructure investor, with total investment in the Belt and Road Initiative reaching 1.175 trillion US dollars since 2013 (Kuik, C. C et al., 2020). Some also argue that the development of Chinese transport infrastructure under the Belt and Road Initiative is merely a means of expanding China’s economic and geostrategic influence in the world. In any case, the weakness of American leadership under President Biden and China’s growing influence in Asia and Africa and its advance in Southeast Europe may bring about a major shift toward a more China-centered global order, posing a serious threat to the balance of power and world peace (Zhao, M. 2021).

5. The Geopolitics of International Transport Corridors: An Old Yet Renewed Conflict

Land and sea routes have played a fundamental role since antiquity in connecting peoples and civilizations, serving as natural corridors for the exchange of goods and cultures among peoples. Over history, these corridors evolved into today’s transport arteries that combine modern construction technology, fast and advanced transport modes, and sophisticated infrastructure (Alcock et al., 2012).

The idea of interregional connectivity dates back to ancient times, when empires-built roads to facilitate the movement of armies and trade (Leyerle, B. 2009). The oldest of these was the Silk Road, considered the oldest trade route linking China with Europe and the Middle East through Central Asia. This route was an important commercial and cultural artery that contributed to the opening of China and Asia to Europe through the exchange of precious goods, especially silk, spices, and knowledge, with European peoples (A. Kumar 2024).

The Romans also established an extensive road network in Europe and North Africa, aimed at strengthening military and economic control (De Benedictis et al., 2018). By the middle of the eighth century, Muslims controlled the land and sea corridors

between East and West through the Arabian Peninsula and the Mediterranean Sea. With the renewal of the Islamic Empire in the Ottoman era, control of the trade route between India and China toward Europe shifted to Muslims, who benefited from transit fees and mediation through the Suez Canal and the Mediterranean Sea, in which Algeria played a dominant role in trade exchanges thanks to the strength of its naval fleet (Naim Zaki Fahmy, 1973).

During the fifteenth and sixteenth centuries, a massive wave of geographical discoveries transformed the world, leading to the discovery of new maritime routes and corridors that had previously been unknown. This initiated a colonial movement led by Spain and Portugal, which succeeded in controlling the western coast of Africa to its southern tip at the Cape of Good Hope toward the Indian subcontinent and China, thus breaking the Muslim monopoly over transport and trade corridors between the farthest parts of Asia and Europe. Beginning in the sixteenth century, new transport corridors emerged to absorb massive trade flows under Spanish and Portuguese control, forming the first long-distance transcontinental trade network (Hazem Mansour Nasser El-Sharif 2022). At the end of the eighteenth and the beginning of the nineteenth century, the second wave of colonial expansion led by Britain and France caused the expansion of transport corridors through the development of transport means and the emergence of the steam engine and then the internal combustion engine during the Industrial Revolution. International transport corridors witnessed qualitative transformations, as modern construction techniques were adopted and new high-capacity transport means such as ships and steam locomotives were introduced. In the twentieth century, multimodal transport systems emerged as an integrated system for various transport modes, including highways, fast railways, seaports, and airports supported by storage and transit centers using advanced information management systems, creating a distinct economic sector (Szostak, R. 1991).

5.1 China, Russia, and the United States: The Struggle for Influence over Eurasia

In the context of confronting China’s expansionist economic strategy, the United States moved with a policy aimed at containing China’s rapid expansion in the world at both the international and African levels.

In Africa, the United States launched in 2023 at the Angolan port of Lobito the Lobito Corridor project within the framework of a cooperation agreement bringing together Angola, Zambia, and the Democratic Republic of the Congo to facilitate the movement of people and goods, accelerate commercial activity, and promote economic and social growth for the peoples of the region. Yet the real aim of the project is to block China from exploiting the mineral wealth abundant in the region (Labeled, F., & Ben Abderrezak, A. 2024).

At the international level, on the sidelines of the G20 summit in New Delhi, President Joe Biden said he would change the rules of the game in the Sino-American struggle over the world’s geopolitical and economic spheres of influence by announcing an economic corridor linking India to Europe through the Middle East, making trade 40% faster than it is now. The United States’ support for this project is not only intended to harm China’s Belt and Road Initiative, but also to serve the interests of the Israeli entity and integrate it into the Middle East through the success of normalization policy with Arab states at the expense of the Palestinian cause (Krzymowski, A. 2024).

Russia, for its part, seeks to exploit its road and railway network as strategic transport corridors to strengthen its position as a central regional power in the Caucasus and Central Asia. Its partnership with China is considered part of its strategy to secure its economic and political interests against EU expansion in Eastern Europe, Central Asia, and the Crimean Peninsula (INSKEEP, G. 2025).

5.2 Central Asia and Turkey

Central Asian states seek to exploit their geographical location to secure a place in regional balances by benefiting from major international transport projects that pass through them and connect East and West, especially the Chinese Silk Road Initiative. Turkey aspires to become a trade and logistics bridge between Europe and Asia, investing in the development of its transport infrastructure, including ports, highways, sea corridors, and railways in the Bosphorus and Dardanelles regions and the Black Sea (Contessi, N. P. 2016).

5.3 The European Union

The European Union is considered the major power in the world that benefits most from the international struggle over transport corridors, because it adapts quickly to different international transport projects due to the development of its transport infrastructure, the flexibility of its logistics services, and the rapid adaptability of its economy to global economic and trade dynamics. Most international transport corridors are directed toward Europe as a large consumer market and an attractive investment environment, and Europe has broad experience in using different types of corridors in structuring and organizing European space (Beckmann et al., 2019).

In this context, EU countries seek to escape all forms of economic and trade pressure exerted by Russia, which became clearly visible in the Russian-Ukrainian war. European states found their answer in the Middle Corridor project, known as the Trans-Caspian International Transport Route, a commercial line combining land, sea, and rail corridors capable of linking farthest China to the heart of Europe. It is 4,265 km long, starting from Kashgar in China, then Kyrgyzstan and Uzbekistan, then the port of Turkmenbashi in Turkmenistan, after which goods are shipped by containers to Azerbaijan and then to Georgia and Turkey via the Kars railway station toward the

ports of Istanbul on the Black Sea and from there to Europe (Palu, R., & Hilmola, O. P. 2023).

6. Major International Transport Corridor Projects and Their Geopolitical Importance

6.1 China's Belt and Road Initiative

China's Belt and Road Initiative is considered the largest infrastructure investment in the history of transport and economics. Total Chinese investment in this project up to 2024 amounted to 1.175 trillion US dollars (Green Finance and Development Center 2025). This major project is expected to influence the geography of global urbanization based on the dominance of the free capitalist economy in the post-Cold War era (Williams, J. et al. 2020).

Announced in 2013, this project is one of the most important pillars of China's foreign policy in the twenty-first century. It seeks to link two-thirds of the world's economies to the Chinese economy by reviving the old Silk Road transport corridors through the creation of modern multimodal transport and logistics infrastructures, including highways, railways, sea corridors, and fiber-optic communication cables. This project includes 63% of the world's population, passes through more than 100 countries, represents 29% of global GDP, and channels one quarter of China's global sales of goods and services toward the world (Rolland, N. 2017).

This project is based on the following three international transport corridors:

- The first corridor links China with Europe via Central Asia and Russia.
- The second corridor runs from China toward the Arabian Gulf and then the Mediterranean toward Europe.

- The third corridor runs from China through South and Southeast Asia and the Indian Ocean (Mohamed khalifa Elmalidj 2024).

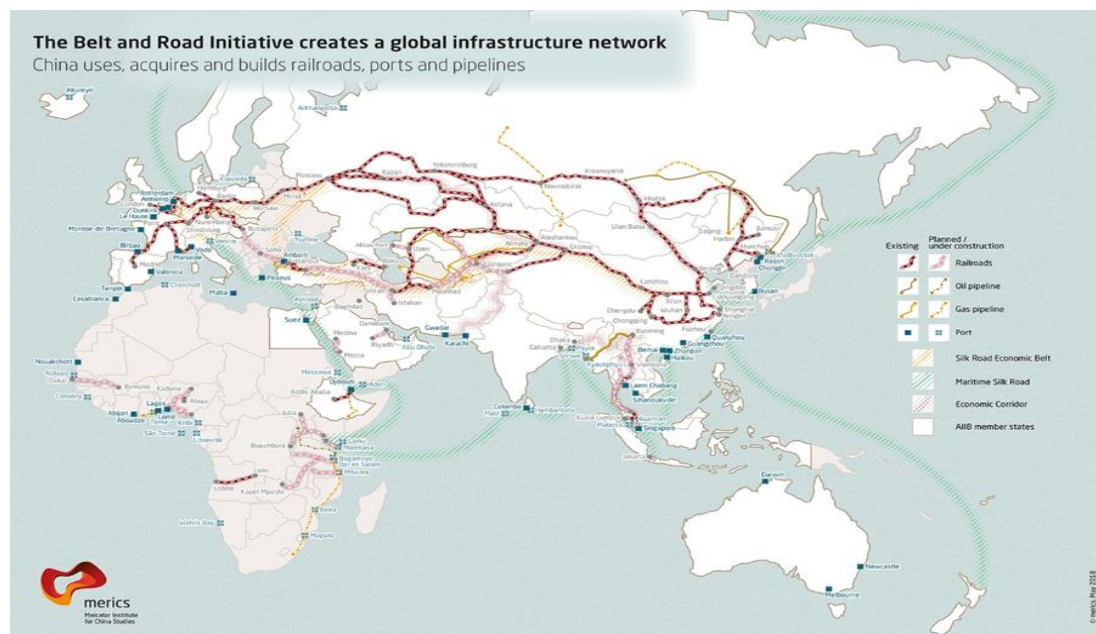


Fig.2.China's Belt and Road transport network.

Source: <https://merics.org/sites>

Despite the fact that the apparent essence of this project is economic, as it gives China the opportunity to export surplus production capacity and secure its imports of the raw materials and energy it needs, it also conceals political objectives, namely China's pursuit of strategic balance with the United States in the world, weakening US hegemony in Asia and the Pacific, and realizing the Chinese dream of becoming the world's foremost superpower and ending what it considers "American unipolar hegemony" (Callahan, W. A. 2016).

6.2 The Build Back Better World Initiative

Canada, France, Germany, Italy, Japan, the United Kingdom, and the United States recognized the need for a global infrastructure plan, especially in transport, to address today's problems and meet tomorrow's challenges posed by China's Belt and Road Initiative. In June 2021, the G7 unveiled the "Build Back Better World"

initiative, launching a massive investment program through the creation of an infrastructure bank to finance infrastructure projects in the developing world, estimated at 40 trillion dollars, to block China’s expansion in Africa and Asia by focusing on major transport infrastructure projects alongside social and economic projects such as healthcare, gender equity, climate and environment, and digital technology. The initiative also includes several economic and trade provisions to enhance connectivity and enable countries to benefit from this large investment (Oxford Analytica 2021).

6.3 The India-Middle East-Europe Economic Corridor (IMEC)

This project was launched at the G20 summit in Delhi in 2023. It is an alliance including India, the United States, and European countries, passing through Middle Eastern states. It aims to create an economic corridor linking India to Europe via the Middle East, using a mix of major transport infrastructures, including land routes, sea routes, railways, power lines, and communication cables. It also aims to strengthen economic and geopolitical relations among the participating states (Suri et al., 2024).

Although the United States is not geographically part of this project, it is a major political and economic sponsor of it, in order to undermine China’s Belt and Road Initiative, weaken its influence in Asia and the Middle East, and help the United States regain its allies in the Middle East, namely Saudi Arabia and the UAE, after their accession to BRICS, and to integrate the Israeli entity into the Middle East within the framework of the Abrahamic normalization policy (Monroe, S. 2023).

The IMEC is a massive and ambitious project that could shift the center of gravity of international trade and energy flows in favor of the allied states involved, but it still faces major challenges in terms of regional instability, especially in the Middle East, and the financing difficulties associated with the huge investments required for its

transport infrastructure and logistics services amid the trade war between Beijing and Washington (Banerjee, S., & Singh, S. 2024).

7. Algeria’s Role in the Geostrategy of International Transport Corridors

Algeria possesses a distinguished geostrategic position in North Africa. It is a link between Africa and Europe by virtue of its location on the southern coast of the Mediterranean Sea. It also enjoys relatively advanced and diversified transport infrastructure compared with neighboring countries, which gives it an advantage in playing an effective role in the continental and international transport system. Algeria shares land borders with six African countries, making it a central point of connection between the Maghreb, the Sahel south of the Sahara, and West Africa. This distinguished location gives Algeria opportunities to develop land transport corridors linking the north and south of the continent, as well as Europe and Africa.

8. Algeria’s Major Transport Infrastructures and Their Regional and International Dimensions

8.1 The East-West Highway: A National Project with Maghrebi Dimensions

The East-West Highway, known as the “Project of the Century,” is the largest public works project Algeria has ever undertaken in the field of transport infrastructure. This vital project extends over 1,216 kilometers and links Algeria from its eastern border with Tunisia to its western border with the Kingdom of Morocco. This highway (See Fig.4) is part of Algeria’s national strategy aimed at building modern infrastructure and basic facilities according to global quality standards in line with sustainable development requirements. It is also part of the trans-Maghreb highway project (Libya–Tunisia–Algeria–Morocco–Mauritania) extending over 7,000 km (Agence National Des Autoroutes, 1997).

<i>Review EL'BAHITH - ENS - Bouzareah - Algiers</i>					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

This highway in turn connects with the Dakar highway in Senegal and Lagos in Nigeria in western Africa, and with the Cairo highway in Egypt toward Cape Town in South Africa. This project contributes to strengthening Algeria's role regionally and continentally within the framework of its pursuit of regional economic integration. It constitutes a vital artery for development in the Maghreb and Africa, given Algeria's geostrategic location (Bouhedja, S., & El Kechebour, B. 2017). It also enables Algeria to become a distinguished regional economic pole that stimulates local economic activity through growth and expansion and attracts foreign investment in various sectors. The East-West Highway project is of great importance to local development because it contributes to regional balance by distributing economic activities more evenly, reducing isolation from many areas, and improving living conditions for a large segment of the population (Kechebour, B. E., & Talah, A. 2018)

8.2 The Trans-Saharan North-South Highway: An Economic Corridor to Strengthen African Economic Integration

In Algeria, this is known as the Pan-African Highway. It is among the major strategic projects Algeria seeks to realize in order to strengthen its transport infrastructure. The idea of this project dates back to 1962. It represents the segment linking Algeria and Lagos, Nigeria over a distance of 4,500 km, passing through Mali and Niger, with sections joining Chad and Tunisia. It is also a corridor for a pipeline to export Nigerien gas through Algerian ports toward Europe, in addition to a fiber-optic line for information connectivity (Ayadi, M., & General, S. 2007).

This road extends from Algiers to Tamanrasset in the south over more than 3,000 km, passing through several important cities such as Laghouat and Ghardaïa, then continues to connect Algeria with Sahel countries such as Mali and Niger all the way to Lagos, the largest city in Nigeria and West Africa (UNCTAD 2022). The project

aims to strengthen commercial connectivity between North and Central Africa, opening a new gateway for Algeria toward the African market by facilitating the movement of goods and people and reducing transport costs. This enhances intra-African trade between Algeria and the countries of the Sahel and Central Africa, attracts investors to the southern regions rich in mineral resources and tourist landscapes, and improves local development and living conditions. It also constitutes a major step toward achieving regional economic integration and the economic integration of Sub-Saharan African countries, and makes Algeria an important commercial and logistics transit hub on the southern shore of the Mediterranean between Europe and Africa, especially after the completion of the Hamdania Port project in Cherchell (Land, T. 1981). (See Fig.5)

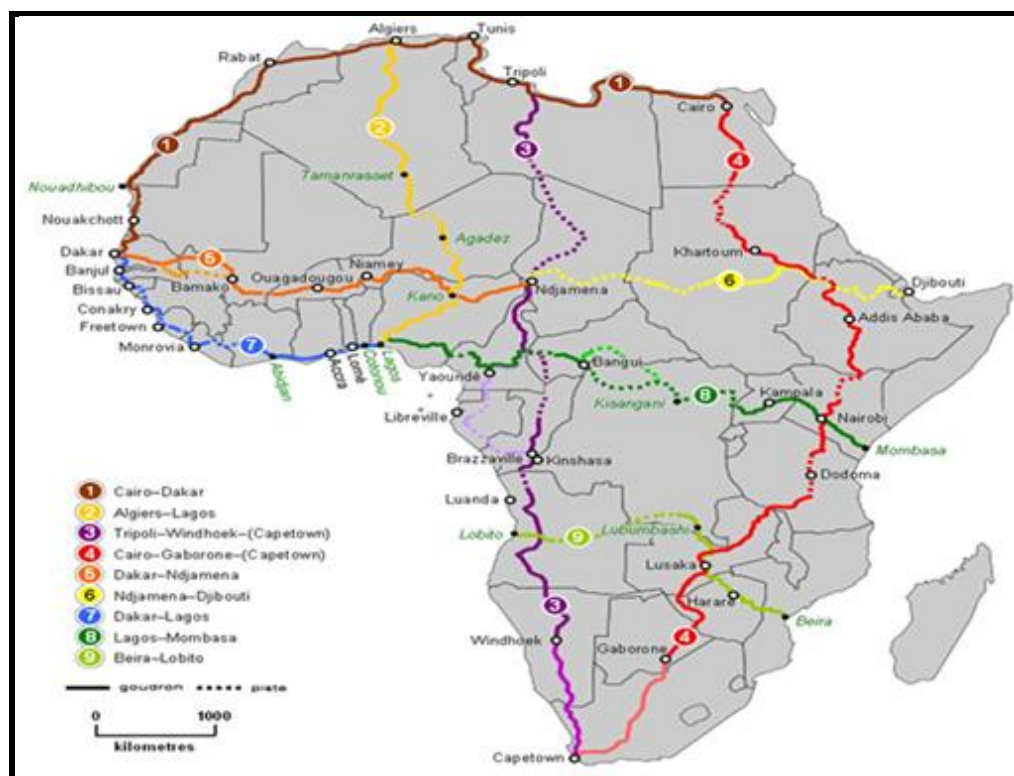


Fig.3.The trans-African highway network.

Source: <https://www.ritimo.org>

9. Opportunities and Challenges Facing Algeria

Algeria's role in the strategy of international transport corridors depends on its success in overcoming several challenges, the most important of which are security instability in the Sahel region, which affects the safety of transport and trade, and the urgent need for the massive investments required by major transport infrastructure in construction, maintenance, and logistics services for the movement of people and goods. It also depends on overcoming political disputes and weak economic cooperation in the Maghreb and Africa, which limit the exploitation of the large available and developable potential in the transport sector and its services.

At the same time, Algeria has important and exploitable opportunities, foremost among them using its location to become a regional logistics hub linking Europe and Africa to achieve regional integration and open prospects for cooperation with major powers, benefit from continental connectivity initiatives within the framework of international partnership, and benefit from technological transfer and local localization of technologies to create wealth-generating factors that positively affect development. This also includes creating an appropriate economic and social environment to attract domestic and foreign investments, controlling supply chains, imports, supply, and transit between European and African free trade areas, increasing the chances of integrating the informal social and economic activity sector into the official national system, and doubling non-hydrocarbon GDP through the contribution of the transport and logistics sector, transit fees, and customs. All of this can enable Algeria to strengthen and enhance its economic and political bargaining position in foreign policy in a way that ensures its sovereignty and national security.

10. Conclusion

From what has been presented in this paper, it becomes clear that international transport corridors are no longer merely a means of transport; rather, they have become among the most important instruments of economic diplomacy and foreign

<i>Review EL'BAHITH - ENS - Bouzareah - Algiers</i>					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

trade for the major powers of the world, which use them as a tool to attract states and build economic and trade alliances through the construction of massive investment projects in major transport infrastructure, storage services, and logistics centers that employ various modern transport modes, making them the backbone of commercial exchange and the movement of people and information.

In this context, it has become necessary for Algeria to seriously consider related projects and adopt them within its strategic foreign policy choices if it seeks to break free from the chronic dependence on a rentier economy based on hydrocarbons and adapt to the opportunities available for positive integration into the global economy in a way that ensures national security amid difficult regional and international conditions characterized by increasing political and security tensions, especially in the Middle East and the African Sahel, driven by economic and trade conflict among the world's major powers. In this regard, it is necessary to think about the following:

First, the creation of effective and operational mechanisms that plan the establishment of all types of transport corridors, give them regional and international dimensions, and include them among foreign policy priorities so as to enable the national economy to open up and integrate into the global economy, taking advantage of opportunities to promote foreign trade and attract international investment by allowing economic institutions to engage in international partnership and cooperation.

Here, the role of scientific research emerges in updating and developing the transport sector in all its air, land, and sea modes through reliance on modern technologies in the construction, operation, and maintenance of major transport structures and the infrastructure of the transport sector and its logistics services.

Finally, a forward-looking plan should be developed that defines strategic objectives, identifies challenges, and anticipates opportunities by using national transport

Review EL'BAHITH - ENS - Bouzareah - Algiers					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

corridors as a tool to enable the national economy to integrate into global economic dynamics in a way that ensures national security and protects national sovereignty.

11.Bibliography List

- Aicha, D. (2023). An economic project of regional integration in Africa. *RUDN Journal of Economics*, 31(2), 197–210.
- Akalpler, E. (2024). The impact of globalization on world nations: A study on protection, welfare, and producer gain. *Archives of Research Articles*, 8(3), 97–109.
- Alcock, S. E., Bodel, J., & Talbert, R. J. A. (Eds.). (2012). *Highways, byways, and road systems in the pre-modern world*. John Wiley & Sons.
- Andrea, A. J. (2014). The Silk Road in world history: A review essay. *Asian Review of World Histories*, 2(1), 105–127.
- Arase, D. M. (2022). The Belt and Road Initiative as geostrategy. In *The Belt and Road Initiative in Asia, Africa, and Europe* (pp. 260–279). Routledge.
- Ayadi, M., & General, S. (2007). How about the project of the Trans-Saharan Road. In *Choice for Sustainable Development: Pre-Proceedings of the 23rd PIARC World Road Congress*. World Road Association (PIARC).
- Banerjee, S., & Singh, S. (2024). Examining the India–Middle East–Europe Economic Corridor (IMEC) as a collaborative infrastructure for transcontinental policymaking: An ICIO-LP analysis. *Asia Europe Journal*, 22(4), 481–506.
- Beckmann, K., Endemann, P., Frezadou, I., Heinrichs, B., Heldt, P., Hörl, B., & Callahan, W. A. (2016). China 2035: From the China dream to the world dream. *Global Affairs*, 2(3), 247–258.
- Carrai, M. A., Defraigne, J.-C., & Wouters, J. (2020). The Belt and Road Initiative and global governance: By way of introduction. In M. A. Carrai, J.-C. Defraigne, & J. Wouters (Eds.), *The Belt and Road Initiative and global governance* (pp. 1–19). Edward Elgar Publishing.
- Commission des Nations Unies pour le commerce et le développement (CNUCED). (2022). *Rapport sur le commerce et le développement 2022*.
- Contessi, N. P. (2016). Central Asia in Asia: Charting growing trans-regional linkages. *Journal of Eurasian Studies*, 7(1), 3–13.
- Debie, J., & Comtois, C. (2010). Une relecture du concept de corridors de transport : Illustration comparée Europe/Amérique du Nord. *Les Cahiers Scientifiques du Transport*, 58.

Review EL'BAHITH - ENS - Bouzareah - Algiers					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

- De Benedictis, L., Licio, V., & Pinna, A. M. (2018). *The long-term effects of the historical Roman road network: Trade costs of Italian provinces*. CRENoS.
- Demetriades, P. O. (2006). Globalisation and infrastructure needs. In *Benefiting from Globalisation* (p. 249).
- Elmalidj, M. K. (2024). Chinese Belt and Road Initiative and economic integration. *Journal of Legal and Economic Research*, 60(4), 293–324.
- El-Sharif, H. M. N. (2022). Spanish geographical discoveries. *International Journal on Humanities and Social Sciences*, (38), 54–67.
- Entelis, J. P. (2016). *Algeria: The revolution institutionalized*. Routledge.
- Erkan, B. (2014). The importance and determinants of logistics performance of selected countries. *Journal of Emerging Issues in Economics, Finance and Banking*, 3(6), 1237–1254.
- Fahmy, N. Z. (1973). *International trade and its stations between East and West in the late Middle Ages*. The General Egyptian Book Organization.
- Ferdowsi, M. A. (2010). UNCTAD—United Nations Conference on Trade and Development. In H. Volger (Ed.), *A concise encyclopedia of the United Nations* (pp. 698–705). Brill Nijhoff.
- Green Finance & Development Center. (2025). *China's engagement in the Belt and Road Initiative: Report 2025*.
- Hao, F., Hou, W., & Song, X. (n.d.). *Does financial development have Roman roots? The legacy of Roman roads*. SSRN. <https://ssrn.com/abstract=5132575>
- Hope, A., & Cox, J. (2015). *Development corridors*. Coffey International Development.
- Inskip, G. (2025). *The Sino-American battle for Eurasia*. CounterPunch.
- Jaglin, S., & Steck, B. (2008). Réseaux et frontières. Géopolitiques. *Flux*, 71(1), 4–7.
- Jean, D. (2010). Revisiting the concept of transport corridors: A comparative analysis of Europe and North America. *Scientific Papers in Transportation*, 58.
- Kaptur, V., & Karazhanova, A. (2021). *Infrastructure corridor development series: Part I: In-depth analysis of three promising infrastructure corridors*.
- Khan, S. R., Bashir, H., Ullah, S., Ilyas, M., & Rasool, S. (2024). *Politics of corridors: IMEC vs. BRI*. *Migration Letters*, 21(S12), 251–262
- Kechebour, B. E., & Talah, A. (2018). Durability of new roads: Case study of the Algerian East–West Highway. *International Journal of Structural and Civil Engineering Research*, 7(1), 87–91.
- Klaus, I., & Curtis, S. (2024). *The new corridor competition between Washington and Beijing: Infrastructure and geopolitics*.

Review EL'BAHITH - ENS - Bouzareah - Algiers					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

- Krzymowski, A. (2024). India–Middle East–Europe Economic Corridor in strategic connection with the Abraham Accords and the Three Seas Initiative. *Journal of International Studies*.
- Kryukova, E. V. (2020). Concept for the development of the North–South international transport corridor. *Vestnik Volgogradskogo Gosudarstvennogo Universiteta. Seriya 3: Ekonomika. Ekologiya*, 22(2).
- Kumar, A. (2023). An analysis of Silk Route as a conduit of culture and commerce in post-Mauryan India. *ShodhKosh: Journal of Visual and Performing Arts*, 5(1), 2106–2110.
- Kuik, C. C., Carrai, M. A., DeFraigne, J.-C., & Wouters, J. (2020). *The Belt and Road Initiative and global governance*. Edward Elgar Publishing.
- Labeled, F., & Ben Abderrezak, A. (2024). Sino-American economic competition on the African continent: Motives and strategies. *Voice of Law Journal*, 11(1), 17–40.
- Land, T. (1981). Highways for Africa. *Worldview*, 24(11), 16–17.
- Leyerle, B. (2009). Mobility and the traces of empire. In P. Rousseau (Ed.), *A companion to late antiquity* (pp. 110–124). Wiley-Blackwell.
- Lutfullayevna, F. M. (2022). Geopolitics of transport corridors. *International Journal on Orange Technologies*, 4(5), 1–10.
- Makarova, I., Shubenkova, K., Buyvol, P., Mavrin, V., Gabsalikhova, L., & Mukhametdinov, E. (2020). International transport corridors: Impact on territorial development. In *New Silk Road: Business Cooperation and Prospective of Economic Development (NSRBCPED 2019)* (pp. 654–662). Atlantis Press.
- McCarthy, A. (2000). *Transport corridors in Europe*. Study Commissioned for the National Spatial Strategy.
- Mishra, S. (2021). G7 should “rebuild first” to “build back better”. *BusinessWorld*.
- Monroe, S. (2023). The India–Middle East–Europe economic corridor: An early assessment. *Economic Research Forum*.
- Oxford Analytica. (2021). Build Back Better World scheme could challenge the BRI. *Emerald Expert Briefings*, oxaan-db.
- Palu, R., & Hilmola, O.-P. (2023). *Future potential of the Trans-Caspian corridor*. *Logistics*, 7(3), Article 39.
- Quium, A. A. (2019). *Transport corridors for wider socio-economic development*. *Sustainability*, 11(19), Article 5248. <https://doi.org/10.3390/su11195248>
- Resnick, E. (2008). *The second world: Empires and influence in the new global order*. Penguin Press.

Review EL'BAHITH - ENS - Bouzareah - Algiers					
ISSN : 9577-1112	EISSN : 2602-5388	Volume: (18)	Number : (02)	year: 2026	Pages: 213-237

- Rodrigue, J.-P. (2004). *Freight, gateways and mega-urban regions: The logistical integration of the BostWash corridor*. *Tijdschrift voor Sociale en Economische Geografie*, 95(2), 147–161.
- Ruël, H., Lee, D., & Visser, R. (2013). *Commercial diplomacy and international business: Inseparable twins*. *AIB Insights*, 13(1), 14–17.
- Saidahrolovich, K. S., & Numonzhonovich, M. M. (2023). *Geopolitics of transport corridors*. *World Economics and Finance Bulletin*, 18, 10–16.
- Savoy, C. M., & McKeown, S. (2022). *Opportunities for increased multilateral engagement with B3W*. Center for Strategic and International Studies (CSIS).
- Suri, N., Ghosh, N., Taneja, K., Patil, S., & Mookherjee, P. (2024). *India–Middle East–Europe Economic Corridor: Towards a new discourse in global connectivity*. Observer Research Foundation.
- Szostak, R. (1991). *Role of transportation in the industrial revolution: A comparison of England and France*. McGill–Queen's University Press.
- Tae-Woo Lee, P., Chhetri, P., Liu, W., & Lin, C.-W. (2024). *Integrated transport and logistics for sustainable global trade*. *International Journal of Logistics Research and Applications*, 27(3), 359–362.
- Williams, J., Robinson, C., & Bouzarovski, S. (2020). *China's Belt and Road Initiative and the emerging geographies of global urbanisation*. *The Geographical Journal*, 186(1), 128–140.
- Zhao, M. (2021). *The Belt and Road Initiative and China–US strategic competition*. *China International Strategy Review*, 3(2), 248–260.
- Zillmer, S. (2019). *Spatial and transport development in European corridors: Example corridor Orient/East-Med. Connecting and competing in spaces of European importance* (Position Paper No. 112). ARL.