

Л.Н.Гумилев атындағы
Еуразия ұлттық
университеті
Халықаралық қатынастар
факультеті
Аймақтану кафедрасы



Евразийский
национальный университет
им. Л.Н.Гумилева
Факультет международных
отношений
Кафедра регионоведения

«Отандастар қоры»
коммерциялық емес
акционерлік қоғамы



Некоммерческое акционерное
общество
«Отандастар қоры»

«АЙМАҚТАНУДЫҢ ҚАЗІРГІ КЕЗЕҢДЕГІ МӘСЕЛЕЛЕРІ»
ХАЛЫҚАРАЛЫҚ ҒЫЛЫМИ-ПРАКТИКАЛЫҚ КОНФЕРЕНЦИЯ
МАТЕРИАЛДАРЫНЫҢ ЖИНАҒЫ

«СОВРЕМЕННЫЕ ПРОБЛЕМЫ РЕГИОНОВЕДЕНИЯ»
СБОРНИК МАТЕРИАЛОВ МЕЖДУНАРОДНОЙ НАУЧНО-
ПРАКТИЧЕСКОЙ КОНФЕРЕНЦИИ



**Л. Н. Гумилев атындағы Еуразия ұлттық университеті
Халықаралық қатынастар факультеті
Аймақтану кафедрасы**

«Отандастар қоры» коммерциялық емес акционерлік қоғамы

**Евразийский национальный университет им. Л.Н. Гумилева
Факультет международных отношений
Кафедра регионоведения**

Некоммерческое акционерное общество «Фонд Отандастар»

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Жинаққа ғалымдардың, докторанттардың, магистранттар мен студенттердің аймақтық даму мен аймақты зерттеуге әсер ететін проблемаларды түсінуге жәрдемдесуге бағытталған баяндамалар кірді. Бұл процестерді әр түрлі аспектілерде және әр түрлі жағынан қарастыру әсіресе қазіргі кезде өзекті болып табылады.

В сборник вошли доклады ученых, докторантов, магистрантов и студентов, направленные на содействие более глубокому пониманию проблем, влияющих на региональное развитие и изучение региона. Рассмотрение данных процессов в разных аспектах, и с разных сторон особенно актуально в наши дни.

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50	Монета золотоордынская или монгольская из белого металла. Найдена шофером из развевающего кургана в 80км от Чингирлау.	1	2635в	Потускнел	1,86 г. 1,5 * 1,6 см
51	Монета старинная. История неизвестна.	1	997	Потускнел	1,38 г. 1,5 см

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**THE HISTORY OF THE EMERGENCE OF INTERNATIONAL
TRANSPORT CORRIDORS AND THEIR IMPACT ON THE
DEVELOPMENT OF THE STATE**

*Kulyntay G. Z.
Eurasian National University named after L.N. Gumileva,
doctoral student of the Department of Regional Studies
Astana, Kazakhstan
kulynataykz@mail.ru*

Annotation

International transport corridors (ITC), in the context of global integration processes and the global division of labor, are one of the most important factors in the development of the world economy, as well as the state as a whole. ITCs ensure the creation and functioning of stable transport links between various foreign participants in international economic relations. The above highlights the topic of the research paper. To solve the issue, it is necessary to find out the prerequisites for the emergence of international transport corridors and identify their role in the development of the national economies of the states through whose territory the national part of the ITC passes.

The scientific novelty of the work lies in the fact that the authors assess the influence of the processes of formation and functioning of the ITC as an international transport and logistics phenomenon not for the world economy, but for

the national economy of the countries participating in the transport system through whose territory they pass, which, in turn, in the future it can be used when making decisions on the need to develop transport and logistics infrastructure within the framework of existing ITCs, determining strategic directions for the formation of new ITCs, as well as to assess the prospects for the formation of new ITCs in the context of changes in macroeconomic preconditions and redistribution of transport flows.

To achieve this goal, the following methods were used: study, synthesis, analysis and comparison of data from different sources to determine the prerequisites for the formation and development of the ITC and the influence of the national part of transport corridors on the national economies of the countries participating in the transport system.

The hypothesis of the study is that the passage of the ITC through the territory of various countries makes a significant contribution to the socio-economic development of the national economies of the states participating in the transport system.

At the moment, in foreign, Russian and Kazakh economic science, there is no single accepted approach to defining the concept of MTC [1]. Thus, some researchers define the MTC as a set of virtual and physical infrastructure that creates connections between large transport hubs [2].

According to another common position, the ITC is a set of main transport communications of various types of transport with the necessary facilities that ensure the transportation of passengers and goods between different countries in the directions of their concentration [3].

In accordance with the definition of ITC, adopted by a group of experts of the Inland Transport Committee of the United Nations Economic Commission for Europe (UNECE), ITC is part of a national or international transport system that provides significant freight and passenger transport between separate geographical areas, includes mobile the composition and stationary devices of all types of transport operating in this direction, as well as the set of technological, organizational and legal conditions for the implementation of these transportations [4].

ITC include not only the geographical space within which the movement of goods and people is ensured, but also the technological infrastructure that directly creates the conditions for ensuring the movement of goods and passengers within the ITC, and a set of regulatory requirements for ITC . As a clear example of the last element of the ITC, the formed unified requirements for the European Highway Network, which are infrastructural elements of the corresponding ITC, can serve.

Thus, it can be argued that the ITC represents the unity of 3 (three) elements: 1) geographical space, 2) infrastructure and 3) regulatory and administrative regulatory requirements. Of scientific interest are the prerequisites that formed the basis for the formation and emergence of MTC.

The literature notes that ITC as an independent phenomenon in economics arose relatively recently - in the 80s of the twentieth century, when the UNECE

Inland Transport Committee began to conduct research on transport flows on the European continent. The purpose of the above study was to search for new routes for transporting goods under conditions of high load on the transport and logistics infrastructure that existed at that time [7].

The development of transport flows in Europe in the above period was due to the beginning of deep economic integration of states in the region, formalized through the creation and functioning of the European Economic Union. Thus, according to the principles of the functioning of the European Economic Union, one of the goals of creating this integration association is to ensure freedom of movement of goods across the borders of the participating states [8]. Accordingly, the creation of the ITC, in addition to the need to relieve the existing transport and logistics infrastructure, also had the goal of eliminating barriers to the free movement of goods within the European Economic Union. We note that a similar principle is also laid down in the formation of integration associations in the post-Soviet space and is used in the formation of the ITC in the Eurasian space within the framework of the functioning of the Eurasian Economic Union.

As the volume of trade between the countries of the European Union and the countries of the Asian region increased, the need arose to create new sustainable transport links between the two parts of the world. To solve these problems, the People's Republic of China's "One Belt, One Road" initiative is currently being implemented, the North-South ITC and the China-Europe-China transit route are being developed [9]. Consequently, it can be noted that the general prerequisites for the formation and development of the ITC are: the need for the redistribution of transport flows, the elimination of barriers to the transportation of goods, as well as the creation of sustainable transport links between remote regions for the purpose of developing foreign trade.

The formation of the ITC and the use of its potential is the subject of interstate agreements that are concluded by the countries through whose territory the national parts of the ITC pass, as well as by integration associations. As a rule, the implementation of these agreements requires the use of various administrative, technical and legislative resources from the signatory states.

It is difficult to deny the contribution of MTK to the development of the world economy. First of all, the use of transport corridors helps reduce transport costs in foreign trade, and also increases the level of accessibility of national products to foreign markets.

At the same time, ITCs make a significant contribution to the development of the economy of the states through whose territory the national part of the ITC passes. This contribution can be manifested in the following direct effects arising from the formation of national parts of transport corridors:

- development of competition between various modes of transport used for the transportation of various types of goods, which can lead to an improvement in the quality of transport and logistics services provided and / or to the emergence of new types of services;

- ensuring transport links with foreign countries (equally with adjacent and those without common borders), which creates sustainable transport and logistics channels for the supply of goods for the purpose of developing foreign trade and the transit potential of the state;

- improving transport accessibility within the country, which, in turn, creates favorable conditions for the growth of domestic trade;

- the formation of a transport infrastructure that unites the economic space of the state through whose territory the ITC passes, promotes the economic development of regions and the diversification of production within the country, and also contributes to the emergence of new market connections between previously unconnected regions;

- reducing the cost of transporting goods, which ultimately can help reduce the cost of the final product for the consumer.

In addition to the above direct effects on the economic development of the state through whose territory the ITC passes, the presence of a national part of the transport corridor also indirectly contributes to the improvement of the following macroeconomic and socio-economic indicators, improvement of state indicators, such as:

- reducing the unemployment rate both during the period of creation of the infrastructure element of the ITC (for example, by attracting the working population for the construction of the ITC infrastructure), and after its creation (in particular, by increasing the number of employees of transport and logistics companies using the national part of the ITC);

- increasing the level of safety in the use of transport;

- development in the MTK gravity zone of enterprises engaged in economic sectors not directly related to the transport and logistics complex, but whose activities are related to it (for example, the creation of roadside service facilities, tourism development, etc.);

- receipt of additional tax and social contributions to the relevant budgets of the state budget system due to the intensification of the activities of enterprises in the transport and logistics sector and the emergence of new enterprises whose activities are not directly related to the transport and logistics sector;

However, despite the above positive effects, the emergence of which is facilitated by the ITC, the passage of the ITC through the territory of the state can also contribute to the emergence of factors that can make a negative contribution to the country's economy. In particular, among such factors one can highlight: the deterioration of the environmental situation in the area where the national part of the ITC passes and the asymmetry in the development of the state's territories [9].

Thus, the fundamental goal of any ITC is to concentrate interstate transport flows. The formation of an international transport and logistics infrastructure and the elimination of administrative and legal barriers at the national level serves the purposes of increasing the speed of freight and passenger transportation, reducing the cost of transportation and developing various types of transport used for interstate and national transportation within the ITC.

Realization of the potential of a particular transport system in full is possible only with the coordinated use of various resources of all states participating in the transport system. In addition to the significant role of the ITC in the development of the world economy, the ITC is also of great importance for the national economic development of the states through whose territory the national parts of the ITC pass.

The corresponding contribution of the ITC to the development of the national economies of the countries participating in the transport system is manifested in the emergence of positive micro- and macroeconomic effects for the national economy, such as the creation of new jobs, the emergence of new types of transport and logistics services, the entry of transport and logistics enterprises into new markets and etc., as well as through the emergence of positive socio-economic effects associated with improved transport safety and transport accessibility.

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