

UDC: 327

<https://doi.org/10.48371/ISMO.2024.57.3.010>

IRSTI: 11.25.40

TRANSPORT SYSTEMS AS ESSENTIAL PART OF GOVERNMENT POLICY

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Abstract. The paper discusses the significance of transport systems as a crucial component of public policy in the majority of countries worldwide. Transport policy aims to achieve various objectives, including promoting economic growth, enhancing accessibility, improving safety, reducing environmental impacts, and promoting social equity. A significant aspect is the substantial funding required to construct and maintain transportation infrastructure, including roadways, railway tracks, airports, harbors, and public transportation systems.

Special emphasis is placed on international transport corridors such as the Trans-Caspian International Transportation Route, which complements the Chinese Belt and Road initiative and presents new opportunities for trade between China and European nations. The paper emphasizes the importance of collaboration between different levels of government and international stakeholders to address cross-border transportation challenges and harmonize regulations. The authors also discuss the role of the Shanghai Cooperation Organization in the development of regional transportation infrastructure and logistics. They highlight key issues such as outdated infrastructure, high transportation costs, low efficiency, and the need for increased transit capacity. Additionally, they discuss other international initiatives, such as the Eurasian Economic Union and Central Asian Regional Economic Cooperation that aim to improve regional connectivity and facilitate trade.

In conclusion, they emphasize the importance of strategic planning and investment in transportation systems to promote sustainable economic growth and enhance transportation links between Central Asian countries and other regions of the world.

Keywords: logistic, diplomacy, transit, transport system, communications, international trade, region, government

Basic provisions

Transport systems are an important component of public policy for the vast majority of States in the world. States develop their transport policies to achieve various goals, such as stimulating economic growth, increasing accessibility, improving safety, minimizing environmental impacts and promoting social justice. Governments invest in the creation and maintenance of transport infrastructure, including highways, railway lines, airports, seaports and public transport systems. This involves planning, financing and implementing projects to expand, improve or build new infrastructure to meet the growing demand for mobility.

Introductions

Governments adopt regulations and legislation regulating various aspects of transport, such as safety standards, emissions of harmful substances, licensing and traffic management. These measures are designed to ensure the safety, efficiency and reliability of transport systems. Transport projects require significant financial resources, and Governments use various methods of financing them. This may include taxation, road tolls, service charges, public-private partnerships, grants, subsidies, and bond issuance. The allocation of funds is often determined by strategic objectives set out in transport policy. The development of public transport is a common goal of transport policy aimed at reducing traffic jams, improving air quality and increasing the mobility of all citizens. Governments can provide subsidies for public transport services, invest in bus and rail infrastructure, and take measures to boost passenger transportation, such as subsidized fares and dedicated lanes.

The Government is developing a comprehensive transport plan that includes long-term development strategies, urban transport plans and other relevant initiatives aimed at developing and optimizing transport networks. Transport policy often involves cooperation and coordination between different levels of government (local, regional, national), as well as with international stakeholders. Such cooperation is essential to address cross-border transport issues, harmonize standards and enhance communication opportunities. The transport corridor is important for expanding trade between neighboring countries. Therefore, it is extremely important to increase transit volumes, taking into account the developed economy of China.

Description of Materials and Methods

This study is grounded in the principles of political neorealist theory in international relations. In conducting the research, the authors employed general scientific analysis and synthesis principles and utilized methods for analyzing primary and secondary sources. Additionally, the researchers used scientific modeling and forecasting methods in their analysis.

Discussion

The Trans-Caspian International Transport Corridor, which complements the important "One Belt, One Road" initiative, opens up opportunities for cooperation in the field of trade. Such integration will contribute to the growth of interregional trade and the full use of the transport and transit potential of the region. This is beneficial not only to the countries of Central Asia, but also to China itself. As a result, the neighboring country diversified its transit and transport routes and expanded the implementation of integrated logistics solutions, which led to the launch of a land transport corridor. This important undertaking requires funding from both parties involved. By 2025, Kazakhstan intends to allocate twenty billion US dollars for these purposes. According to the President of Kazakhstan Kassym-Jomart Tokayev, the creation of new transport links will benefit the entire Central Asian region. According to World Bank estimates, the development of transport

infrastructure in Central Asia can increase the GDP of five countries in the region by up to 15% [1].

First, the main transportation corridor through Kazakhstan will facilitate the entry of Chinese products into the markets of Europe, the Middle East, and the Commonwealth of Independent States (CIS). Joint infrastructure projects, such as the Lianyungang terminal, the Khorgos ground port, and the Western China-Western Europe highway, are becoming the cornerstone of the Belt and Road initiative. As you are aware, the Leader of China, Xi Jinping, officially announced the inauguration of this transport corridor, which recreates the historical route of the Silk Road, for the first time in the capital city of Kazakhstan. Therefore, the Chinese side, as the second largest economy in the world, has attached special importance to the implementation of this project of great significance at the global level.

Comprehensive trade relations, based on the transport corridor connecting countries, are not limited to land traffic alone. After all, the primary objective here was to revitalize trade relations between Europe and Asia, in the spirit of the renowned Silk Road.

It is also worth noting the significance of the Trans-Caspian Corridor. This project has held great promise for international trade and commerce. It is now known that the Trans-Caspian route is a significant transport artery [2].

The Trans-Caspian corridor, which combines sea and dry transport links, extends from the People's Republic of China to Europe. It should not be forgotten that the main part of the road is on the territory of Kazakhstan. At the same time, it is noted that recently one of these international trade routes has become even more important for cross-border trade. It is necessary to take into account the necessity of the Trans-Caspian corridor first for the Central Asian region, including the development of the Central Asian Regional Economic Partnership Organization, which unites Afghanistan, Azerbaijan, Georgia, Kazakhstan, China, Kyrgyzstan, Mongolia, Pakistan, Turkmenistan, and Uzbekistan.

Kazakhstan and Turkmenistan will first be included in the list of leading players of the Trans-Caspian corridor. This is because, in a large-scale transport corridor through the Caspian Sea, these two states can solve a lot. There is reason to believe that the fate of Chinese goods, which must pass through the sea route to Europe, is in the hands of these states first.

The volume of revenues from mineral resources allowed Kazakhstan and Turkmenistan to invest heavily in Port, Road, and railway infrastructures. This is also a factor that somewhat increases the bet of these two states in international trade relations. It is known, although not to say how important sea communication is in this project. It should be noted that Azerbaijan will also join Kazakhstan and Turkmenistan.

It is not for nothing that the three key ports in Turkmenistan, Kazakhstan, and Azerbaijan, which should play an important role in the launch of this sea corridor, will be launched at the same stage, that is, in the second half of 2018. This is because there was an agreement and a compromise between the three states. It is known that the launch of the Turkmenbashi international seaport in Turkmenistan took five years and cost доллар 1.5 billion. Thanks to technical advances, the cargo capacity

in it, excluding petroleum products, was 26 million tons per year instead of the previous 18 million tons. In addition, in 2018, 564 km of roads were laid, connecting Ashgabat with the seaport of Turkmenbashi. Kazakhstan also made a great contribution to the implementation of this project. This is evidenced by the work of the Kuryk port, which currently plays a key role in connecting the two continents. The length of the dry transport corridor connecting the two continents is more than 365 thousand kilometers.

According to Daily Sabah, in the context of developing global ties, the Trans-Caspian corridor is central as a transformational infrastructure project that strategically connects Central Asia with the European Union. The corridor was designed not only as a trade channel but also as a catalyst for changes in economic and regional dynamics [3].

In particular, it is intended to facilitate transit in 15 days or less, and it is evidence of the EU's political and operational commitment to strengthening ties with Central Asia through the global gate initiative. By sending a clear signal of commitment, the EU is trying to give impetus to the implementation of coordinated investments in the Trans-Caspian transport corridor. This can attract investors to specific projects with clear deadlines and financial obligations.

The projected benefits outweigh the economic benefits and include improved regional coordination, communication between economic centers, simplified border-crossing practices, improved long-term planning, and even environmental considerations. The Trans-Caspian corridor, which includes the main settlements and industrial centers of all five Central Asian countries, promises sustainable economic development for the entire region. Recognizing that the problems are often not only related to infrastructure but also soft communication issues, the initiative emphasizes specific measures to reduce transaction costs and improve operational efficiency. Digitalization of transport documents, improvement of functional compatibility, public-private partnership, simplification of trade procedures, market liberalization, and allocation of funds for asset maintenance are identified as key measures to ensure soft communication.

In addition, the importance of this corridor is emphasized by its compliance with the EU's "Global gate" strategy and the EU's Central Asia strategy. The integrated approach is aimed at ensuring the stability, competitiveness, and operational efficiency of the Trans-Caspian corridor. The need for priority investments totaling 18.5 billion euros (US долл 19.9 billion) in corridor infrastructure includes important aspects such as rebuilding the rail and highway network, expanding rolling stock, increasing port capacity, and improving border-crossing points.

Logistics is one of the most important areas of cooperation of the Shanghai Cooperation Organization. Over the years, great progress has been made, especially in facilitating transportation by road. All countries attach great importance to the development of cooperation in the field of transport, the development of transport markets, and the use of transit potential, overcoming internal transport barriers, and promoting their economic and social prosperity. However, at present, they are faced with the effects of weak transport infrastructure, low logistics indicators, and

competition from other regional mechanisms for cooperation in the field of transport. In the future, the construction and simplification of infrastructure networks will remain the main direction of the Shanghai Cooperation Organization's cooperation in the field of transport.

The goal of implementing international transport cooperation is to improve regional interconnection, improve facilitation, and strengthen the exchange of people and goods, thereby promoting the economic and social development of the countries of the region, especially the prosperity and stability of the hinterland.

The development of cooperation in the transport sector is an important objective and aspiration for the member states of the Shanghai Cooperation Organization (SCO). Although the level of transport infrastructure and services in the member countries still lags behind that of developed countries, the overall development level is low. There is also a significant disparity between countries in terms of both infrastructure and management.

To address these challenges, in addition to formulating national comprehensive strategies for medium- and long-term economic and social development, each SCO member has also formulated a transport development strategy to plan and guide industry growth.

These strategies aim to promote cooperation and integration among member states, as well as to improve the efficiency and competitiveness of their transport systems. In 2008, Russia approved the "Transport Strategy of the Russian Federation up to 2030" [4]. In 2012, Kazakhstan published the "Development Strategy of the Republic of Kazakhstan up to 2050" [5]. In 2014, it released the "Nurly Zhol National Infrastructure Development Plan for 2015-2019". In 2019, Uzbekistan adopted the "Strategy for the Development of the Transport System of Uzbekistan up to 2035" [6]. In 2017, Kyrgyzstan published the "National Strategy for Sustainable Development of the Kyrgyz Republic for the period 2018-2023" (within the framework of the "National Strategy for Sustainable Development of the Kyrgyz Republic up to 2040") [7]. Tajikistan approved the "Special Plan for the Development of the National Transport Industry in Tajikistan up to 2025" in 2011, and the "National Development Strategy up to 2030" was issued in 2017 [8]. India and Pakistan initially developed a certain "five-year plan", which later evolved into a market-oriented approach, allowing businesses to independently develop their strategies. In 2004 and 2017, Pakistan and India, respectively, abandoned the implementation of the "Five-Year Plans".

However, the initial direction of the transportation industry's development, as outlined in these plans, still influences the current construction of the transportation sector.

Results

As evidenced by the transportation strategic planning documents from each country, the objectives and strategies of the national transport corridor development include establishing an efficient transportation system, promoting competition, enhancing transit potential, enhancing the security of the transportation system, reducing harmful environmental impacts of transportation, supporting vehicle

development, and information and production services. These are the fundamental principles for promoting transportation cooperation among the member states of the Shanghai Cooperation Organization (SCO). All countries hope to utilize regional cooperation to fulfill their objectives and goals for transportation development. In addition, countries typically identify five challenges in their transport sectors:

First, the construction of transport infrastructure and vehicle production is behind schedule, with low road density uneven distribution, and outdated systems.

Second, transport costs are high and the rise in transportation prices often exceeds the average inflation rate, reducing the competitiveness of domestic products.

Third, the transport system lacks efficiency, with complex logistics processes and low overall indicators, such as an over-reliance on certain modes of transportation like rail or highways, a lack of digitalization, and failure to meet the development needs for cross-border e-commerce and international express delivery.

Fourth, transportation safety is not a priority, with high accident rates and slow operating speeds. Fifth, it is necessary to enhance the transit potential. There are still obstacles such as a relatively undeveloped transport infrastructure, a limited number of ports, inadequate equipment replacement, and disparities in regulations. These issues hinder the current cooperation among the member states of the Shanghai Cooperation Organization (SCO) in the transport sector. In addition to the factors related to their national circumstances, the SCO's cooperation in the transport sector is currently represented by several initiatives, including the Eurasian Economic Union (EAEU), the Asian Development Bank's Central Asian Regional Economic Cooperation (CAREC) project, and the Lazurite Corridor project. The European Union's Trans-European Transport Corridors (TRACECA) project, the European road network, the Asian Highway Network (Pan-Asian Highway), and the Pan-Asian railway also contribute to this cooperation.

The United States' new strategic project in Central Asia and the Russian North-South Transport Corridor Initiative are two additional initiatives that can be considered in this context [9]. Additionally, the Three Seas initiative of the Transcaucasian countries, which encompasses the Caspian, Black, and Mediterranean seas, is another significant factor.

Turkey is faced with competition from various other mechanisms of regional cooperation in transport, such as the "Central Corridor" plan and the "One Belt, One Road" initiatives. However, the EAEU, CAREC, and TRACECA projects have a particularly significant impact on cooperation in this field. The content of cooperation between these cooperation mechanisms is similar to that of the Shanghai Cooperation Organization (SCO) in the field of transportation, but due to differences in the leading actors, the goals and objectives differ, and as a result, each member state assumes a different set of responsibilities and undertakes different initiatives, implementing different mechanisms, standards, and regulations. Therefore, to some extent, the SCO faces challenges in coordinating or unifying its member states' efforts. Nevertheless, based on the content of the cooperation of various regional transportation cooperation mechanisms, there are many similarities between them, including an open attitude towards collaboration and joint development of

transportation potential. The SCO and its members aim to create a prosperous, stable Eurasian region that benefits the people through joint efforts.

The TRACECA Technical Assistance Project, led by the EU, aims to establish a sustainable, efficient, and integrated multimodal transportation system to ensure the safe and uninterrupted movement of cargo [10]. This project encompasses four main areas of cooperation.

1. Repair and construction of logistics and transportation infrastructure, including roads, bridges, ports, airports, and transit stations, to improve the overall efficiency of the transportation network.

2. Coordination or harmonization of relevant laws and regulations, to ensure a consistent and efficient regulatory framework for all modes of transportation.

3. Motivation of member states to join relevant international agreements and conventions, to promote the integration of the region's transportation systems.

4. Personnel Training. Various forms of cooperation are utilized in the project, including road and bridge construction, conducting feasibility studies on financing, and organizing seminars and training for personnel. Under the strategy for the period 2016-2026, several specific measures have been envisioned. These include increasing container transportation volumes, developing financing mechanisms for public-private partnership initiatives, establishing joint border crossing points, introducing “one-stop” services, harmonizing multimodal transport documentation, promoting e-commerce and electronic permits, enhancing cargo tracking systems, piloting driverless vehicles, and strengthening safety measures for transportation (users, passengers, goods, and the environment). The member states of the Eurasian Economic Union, with Russia leading the way (Russia, Belarus, Armenia, Kazakhstan, and Kyrgyzstan), have made the creation of a single transport area one of their top priorities. In 1998, these four countries – Russia, Belarus, Kazakhstan, and Kyrgyzstan – signed an agreement on establishing a transport union between them. This agreement focused on establishing common legal and technical standards, as well as on tariffs and infrastructure sharing. It also covered the development of transport potential and the processing industries for transport equipment. Additionally, it included coordination of transport planning between member states and the simplification and harmonization of transit procedures.

Conclusion

Following the establishment of the Eurasian Economic Union (EAEU), the member states have continued their transportation cooperation by unifying railway and road transport costs, strengthening road simplification measures, and developing transportation corridor capacities. The principles for establishing payment standards for rail freight transport between member countries and the tax rates for rail freight have been developed. An agreement on international road transport has been concluded, and documents such as the concept for a common transport area within the Eurasian Economic Community have been endorsed. Consensus has been achieved on harmonizing technical infrastructure standards, developing roadmaps for regional transport corridors, sharing information, coordinating transit systems, and forming joint ventures. Following the establishment of the Eurasian Economic

Union (EAEU), it has inherited the outcomes of cooperation within the previous Eurasian Economic Community (EurAsEC). In 2017, the EAEU established a unified plan for air transport and taxation of flights and airport services. It identified the development of five major international transport routes, including four railway lines and one highway, namely the Russian North-South railway. The Russian East-West Railway, also known as the Trans-Siberian Railway, is a railway line connecting Russia and Central Asia. It runs from China through Central Asia and Russia to Europe. The Western Europe-Western China Highway is another important component of this network.

The Central Asia Regional Economic Cooperation Program, supported by the Asian Development Bank (ADB), brings together ten member countries in the region, including China, the five Central Asian countries, the three Transcaucasian countries, Mongolia, and six international organizations.

This project aims to support the ADB's four strategic objectives in the areas of economy, transportation, energy, and environment. These objectives include providing continuous export routes to high-profit markets in neighboring countries, reducing transaction costs, facilitating the transfer and transportation of goods, improving energy supply, promoting sustainable growth, and preventing negative environmental impacts. To this end, the Central Asian Regional Economic Cooperation (CAREC) project has adopted two strategies: CAREC Transport and Trade Facilitation 2020 and CAREC Transport & Trade Facilitations 2030. To promote the development of transport, logistics, and trade through the implementation of new infrastructure, simplified customs procedures, and unified rules; the Customs Cooperation Committee has been established.

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КӨЛІК ЖҮЙЕЛЕРІ МЕМЛЕКЕТТІК САЯСАТТЫҢ АЖЫРАМАС БӨЛІГІ РЕТІНДЕ

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Аңдатпа. Мақалада көлік жүйелерінің әлемнің көптеген елдеріндегі мемлекеттік саясаттың маңызды құрамдас бөлігі ретіндегі маңызы талқыланады. Көлік саясаты экономикалық өсуді ынталандыру, қолжетімділікті арттыру, қауіпсіздікті арттыру, қоршаған ортаға әсерді азайту және әлеуметтік әділеттілікті ілгерілету сияқты әртүрлі мақсаттарға жетуге бағытталған. Маңызды аспект-автомобиль жолдарын, теміржол жолдарын, әуежайларды, айлақтарды және қоғамдық көлік жүйелерін қоса алғанда, көлік инфрақұрылымын салу және күтіп ұстау үшін қажетті қомақты қаржыландыру.

Қытайдың «Белдеу Және Жол» бастамасын толықтыратын Және Қытай мен Еуропа елдері арасындағы сауда үшін жаңа мүмкіндіктер ашатын Транскаспий Халықаралық Көлік Бағыты сияқты халықаралық көлік дәліздеріне ерекше назар аударылады. Құжатта трансшекаралық тасымалдау мәселелерін шешу және нормативтік актілерді үйлестіру үшін әртүрлі деңгейдегі мемлекеттік органдар мен халықаралық мүдделі тараптар арасындағы ынтымақтастықтың маңыздылығы атап өтілген. Авторлар сонымен қатар Шанхай Ынтымақтастық Ұйымының аймақтық көлік инфрақұрылымы мен логистикасын дамытудағы рөлін талқылайды. Олар ескірген инфрақұрылым, жоғары көлік шығындары, тиімділіктің төмендігі және транзиттік өткізу қабілеттілігін арттыру қажеттілігі сияқты негізгі мәселелерді көрсетеді. Сонымен қатар, олар еуразиялық Экономикалық Одақ және Орталық Азияның Аймақтық экономикалық Ынтымақтастығы сияқты аймақтық байланыстарды жақсартуға және сауданы жеңілдетуге бағытталған басқа да халықаралық бастамаларды талқылайды.

Қорытынды бөлімде, авторлар тұрақты экономикалық өсуге жәрдемдесу және Орталық Азия елдері мен әлемнің басқа өңірлері арасындағы көлік байланыстарын нығайту үшін көлік жүйелеріне стратегиялық жоспарлау мен инвестициялаудың маңыздылығын атап көрсетеді.

Тірек сөздер: логистика, дипломатия, транзит, көлік жүйесі, байланыс, халықаралық сауда, аймақ, үкімет

ТРАНСПОРТНЫЕ СИСТЕМЫ КАК НЕОТЪЕМЛЕМАЯ ЧАСТЬ ГОСУДАРСТВЕННОЙ ПОЛИТИКИ

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Аннотация. В статье рассматривается значение транспортных систем как важнейшего компонента государственной политики в большинстве стран мира. Транспортная политика направлена на достижение различных целей, включая содействие экономическому росту, повышение доступности, повышение безопасности, снижение воздействия на окружающую среду и содействие социальной справедливости. Важным аспектом является значительное финансирование, необходимое для строительства и обслуживания транспортной инфраструктуры, включая автодороги, железнодорожные пути, аэропорты, порты и системы общественного транспорта.

Особое внимание уделяется международным транспортным коридорам, таким как Транскаспийский международный транспортный маршрут, который дополняет китайскую инициативу «Один пояс, один путь» и открывает новые возможности для торговли между Китаем и европейскими странами. В документе подчеркивается важность сотрудничества

между различными уровнями власти и международными заинтересованными сторонами для решения проблем трансграничных перевозок и согласования нормативных актов. Авторы также обсуждают роль Шанхайской организации сотрудничества в развитии региональной транспортной инфраструктуры и логистики. Они освещают такие ключевые проблемы, как устаревшая инфраструктура, высокие транспортные расходы, низкая эффективность и необходимость увеличения транзитных мощностей. Кроме того, они обсуждают другие международные инициативы, такие как Евразийский экономический союз и Центральноеазиатское региональное экономическое сотрудничество, которые направлены на улучшение региональных связей и облегчение торговли.

В заключение авторы подчеркивают важность стратегического планирования и инвестиций в транспортные системы для содействия устойчивому экономическому росту и укрепления транспортных связей между странами Центральной Азии и другими регионами мира.

Ключевые слова: логистика, дипломатия, транзит, транспортная система, коммуникации, международная торговля, регион, правительство

Статья поступила 17.06.2024 г.