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KAZAKHSTAN'S TRANSPORT DIPLOMACY IN THE CONTEXT  
OF INFRASTRUCTURE DEVELOPMENT AND REGIONAL  
INTEGRATION IN CENTRAL ASIA

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**Abstract.** The relevance of the study lies in the necessity to develop Kazakhstan's transport-logistics system as a country that simultaneously provides transit between north and south (between Russia and other Central Asian countries) and between east and west (including within China's "Belt and Road" Initiative). Despite its lack of access to open sea but with extensive land territory and access to the Caspian Sea, Kazakhstan can ensure large volumes of transit cargo transportation, contributing to integration among Central Asian countries within the frameworks of the CIS, EAEU, and China's "Belt and Road" Initiative. Improvement in quality and extension of road networks, railways, and port facilities will contribute to increasing freight traffic volume, developing trade, and attracting foreign investments. In the context of international relations, Kazakhstan's transport and logistics system acts not only as an instrument of economic growth, but also as an important element of "transport diplomacy" that strengthens the country's ties with neighboring and partner countries. The development of infrastructure and participation in international transport corridors contributes to the formation of Kazakhstan as a key hub of Eurasian cooperation. This strengthens its role in regional stability, energy and food security, as well as in promoting a multi-vector foreign policy aimed at balancing the interests of Russia, China, the European Union, Turkey and the Central Asian countries. The aim of this research is to assess the current state and development problems of Kazakhstan's transport-logistics system considering the needs for economic integration in Central Asia. To achieve this goal, general theoretical approaches to the role of transport-logistics systems in national development and international integration are reviewed in the article, along with evaluation

of trends and challenges faced by Kazakhstan's transport-logistics system over recent years.

**Key words:** transport and logistics potential, transport system, integration processes, development of logistics, freight transportation, international transportation, transport corridors, international relations

### **Introduction**

Economic integration of Central Asian countries represents a set of measures aimed at strengthening mutually beneficial cooperation and creating conditions for sustainable economic growth in the region.

The economic integration of the Central Asian countries is a process of forming close economic ties between the states of the region – Kazakhstan, Uzbekistan, Kyrgyzstan, Tajikistan and Turkmenistan. The foundations of economic integration include historical aspects, geopolitical factors, as well as factors related to the availability of natural resources, energy and transport. Central Asia has a rich historical heritage of joint trade routes, cultural and ethnic ties. The most important basis is the location of the region at the crossroads of ancient trade routes, including the Great Silk Road, which contributed to the formation of stable economic relations between the peoples of the region. The countries of Central Asia are located at the junction of major civilizations and are important transit territories between the East and the West. This creates an opportunity for the states of the region to actively participate in international transport corridors, such as China's New Silk Road ("One Belt - One Road"). In addition, Central Asia has significant reserves of natural resources, including oil, gas, gold, copper, coal and other minerals. Kazakhstan, with the largest territory in Central Asia, has the largest number of natural resources, including energy resources. Coordination of resource extraction and transportation contributes to the development of infrastructure and the growth of interdependence of the economies of the region. The energy resources of Central Asia (primarily oil produced in Kazakhstan and natural gas produced in Turkmenistan) play an important role in the world economy. Providing reliable energy supply to neighboring regions strengthens the positions of the countries of the region in the international arena and makes them attractive partners for foreign investors, including China, Russia, Turkey, and the EU countries. The creation of a free trade zone and facilitating the movement of goods and investments contribute to raising the standard of living of the population and increasing state budget revenues. Currently, an example of a successful initiative that is being implemented, including in Central Asia, is the Eurasian Economic Union (EAEU), which includes Russia, Kazakhstan, Belarus, Kyrgyzstan, and Armenia. These countries have created a common market and are integrating in other areas as well. As a result, it can be said that the foundations of economic integration of the Central Asian countries cover a wide range of factors related to history, geography, resources, trade, investment, and infrastructure [1]. These factors create conditions for sustainable economic

growth and improving the well-being of the peoples of the region. Transport is one of the factors in the development of economic integration of the Central Asian countries.

Current needs for economic integration include such aspects as the development of international trade both within Central Asian countries and with external perimeter countries (China, Russia, countries of the Caspian and Black Sea regions, European Union), overall enhancement of trade-economic relations, energy cooperation, resource provision, and transport-logistics integration [2]. Transport-logistics integration between Central Asian countries is particularly important element of overall integration because modern transport routes play a crucial role in ensuring stability and prosperity of the region. Construction of new highways and modernization of existing infrastructure objects are necessary to increase efficiency of cargo transportation and reduce costs both for export and for import of goods [3]. It also contributes to the development of transit shipments and obtaining revenues from cargo transit, as well as attracting foreign investment into transport and logistics. Considering all this, Kazakhstan has adopted the Concept for Development of the Republic of Kazakhstan's Transport-Logistics Potential until 2030 [4]. Within this framework, it is envisaged that there will be an increase in the capacity of international transit-transport corridors, logistics terminals, border crossing points, development of cross-border hubs and terminals on the country's territory, expansion and modernization of the vehicle fleet in the country. By 2030, it is intended to turn Kazakhstan into a leading regional transit hub providing integrated development of individual transport sectors within a unified transport-logistics complex.

This is why the article examines the main aspects of developing Kazakhstan's transport-logistics potential, which has the largest territory in Central Asia and a strategic location between Europe and Asia, South and North. All these factors make Kazakhstan a territory with numerous transit corridors for international freight transportation.

### **Description of Materials and Methods**

The materials utilized in this work can be divided into publications by other authors examining the development of Kazakhstan's transport-logistics infrastructure and its potential growth, as well as quantitative analysis data provided by the National Statistics Bureau under the Agency for Strategic Planning and Reforms of the Republic of Kazakhstan.

Statistical materials for quantitative analysis include statistical datasets available online at <https://stat.gov.kz/ru/industries/business-statistics/stat-transport/>, as well as information presented in the Concept for Development of Transport-Logistics Potential of the Republic of Kazakhstan until 2030 (2022).

Methods applied for analyzing research articles by other authors are: analysis, synthesis, comparison.

Quantitative methods used for analyzing the development of Kazakhstan's

transport-logistics potential over the past 5 years: analysis of the volume of freight transportation (in physical terms), analysis of the structure of freight transportation by type of transport, analysis of the dynamics and structure of transit freight transportation, analysis of the length of railways and highways, analysis of the quality of highways of national and international importance, analysis of the dynamics of income and investment in the “Transport and warehousing” industry, comparison of dynamics. Analysis is conducted based on officially published statistics covering the period from 2020 to 2024 (5 years).

### **Results and discussion**

The transit capabilities of Central Asian countries are the main driver of their social and economic progress, as well as a significant component of global trade processes. The region's location between Europe, China, India and the Middle East dictates the need to improve infrastructure related to transport and logistics systems [3]. International cooperation in the field of transport between the Central Asian countries regulated by several key multilateral and bilateral documents, the main ones being:

1) “Multilateral Agreement on International Automobile Traffic”, which was concluded between the Republic of Kazakhstan, the Kyrgyz Republic, the Republic of Uzbekistan, Turkmenistan and the Republic of Tajikistan, it regulates issues of international road transport, the procedure for entry and exit of motor vehicles, issuance of permits for transportation and determination of route zones;

2) “Agreement on the International Carriage of Dangerous Goods by Road” (ADR), which is attended by most Central Asian countries; this agreement establishes technical requirements for vehicles, rules for packaging and labeling hazardous substances, driver training and control over compliance with standards;

3) “Convention on International Carriage by Rail” (SMGS), which determines the legal status, obligations and rights of the parties in the implementation of international rail transport between the CIS countries, including Russia, Kazakhstan, Uzbekistan, Kyrgyzstan and Tajikistan;

4) Protocols on the procedure for the passage of trains through border crossings, which are concluded between neighboring Central Asian countries regarding the procedures for passing trains, checking passengers and baggage, and observing sanitary and customs requirements;

5) Agreements on border transport and passenger traffic, which are concluded on a bilateral basis between countries in the region, for example, between Kazakhstan and Uzbekistan, defining the rules and features of crossing the state border by land transport, the conditions for the provision of transport services to the population and mechanisms for resolving emerging conflicts;

6) “Treaty on freedom of transit”: such treaties the Central Asian states have concluded agreements on providing each other with the most favored nation treatment in relation to transportation through the territory of one party, excluding discrimination against goods and vehicles of third countries.

7) “Agreement on interaction of the Central Asian states in the field of information exchange and automation of the process of coordination and accounting of international transportation”, which provides a common platform for the prompt exchange of information on the state of transportation, control measures and regulatory changes in the field of transport. Such international agreements, together with accompanying instructions and rules, constitute the legal basis for the joint use of regional transport systems, the elimination of technical obstacles and the simplification of the procedure for the international movement of goods and passengers.

International cooperation in the field of freight transport within the Eurasian Economic Union (EAEU), which includes Kazakhstan and Kyrgyzstan, is regulated by the Treaty on the Eurasian Economic Union (2015), which includes a section on “Transport” and the Protocol on a coordinated (agreed) transport policy. The decision of the Supreme Eurasian Economic Council of December 26, 2016 No. 19 approved the Main Directions of Transport Policy aimed at lifting restrictions on transportation by all modes of transport until 2025. The decision of the Supreme Council of the EAEU of May 8, 2015 No. 13 approved the Program for the phased liberalization of the implementation of road freight transportation by carriers registered in the territory of one of the EAEU states between points located in the territory of another EAEU state for the period from 2016 to 2025. The Order of the EEC Board of October 26, 2021 No. 175 approved the list of Eurasian transport corridors and routes (including through the countries of Central Asia). And the Decision of the EEC Council of September 14, 2021 No. 87 approved the project to create an information and communication “showcase” of national services of the ecosystem of digital transport corridors of the EAEU.

The “One Belt – One Road” (OBOR) initiative, introduced by China in 2013, is being actively implemented in Central Asia due to the region’s advantageous location between Europe and Asia. Several significant projects within the initiative are already in the development stage or have been successfully completed, having a positive impact on regional economies and communications. Transport projects implemented in Central Asian countries, including those involving Chinese investment, are of great importance. For example, this is the “Kashgar-Hotan-Lanzhou” railway project. Its construction will connect the western regions of China with the Central Asian republics, creating a direct outlet to European markets. This project will reduce transportation costs and shorten the delivery time of goods, stimulating the development of China’s western province of the Xinjiang Uyghur Autonomous Region and adjacent areas of Central Asia. The “Isfara-Bishkek-Osh-Dushanbe” highway, which runs through the Tien Shan and Pamir mountain ranges, connecting Kyrgyzstan, Tajikistan and Uzbekistan, was built with financial support from China and is designed to facilitate cross-border transportation and strengthen the tourist attractiveness of the region. The “Almaty-Urumqi” highway is intended to become part of a larger pan-Asian route connecting western China with Europe via Kazakhstan.

The project is designed to speed up road transport and attract more tourists and businessmen who want to take advantage of the convenience of direct transport links. Numerous logistics hubs are also being created to quickly distribute goods and raw materials coming from China to Central Asia and further to Europe. For example, the large “Shymbulak” terminal near Almaty is in operation, created specifically to service goods going along the New Silk Road route [12]. Recently, the implementation of a long-proposed project within the framework of the Chinese initiative - the “China-Kyrgyzstan-Uzbekistan Railway Highway” – has begun – a railway under construction, which is designed to connect the railways of China and Uzbekistan through the territory of Kyrgyzstan, and then through Turkmenistan, Iran and Turkey to connect with the European railway network. This road can be called another alternative route for transporting goods from China to Europe (the first is the northern corridor through Kazakhstan and Russia, the second is the middle corridor through Kazakhstan and the Caspian Sea, then through Azerbaijan and Georgia) [7]. From 2015 to 2024, China has already invested \$78.2 billion in infrastructure projects in the transport sector in Central Asia within the framework of this initiative. Including \$23.4 billion invested over the past 3 years (2022-2024) [8].

The accession of Central Asian countries to such international economic associations as the Eurasian Economic Commission (EEC) and the Shanghai Cooperation Organization (SCO) helps to unify legislation, simplify administrative procedures and improve the efficiency of transit. Given the increase in global trade, the renewal of infrastructure, the development of logistics hubs, the introduction of digital technologies in the transport industry and the influx of foreign capital are of particular importance. The combination of these measures forms a solid foundation for strengthening the position of Central Asia as an important transit center on the Eurasian map.

The role and place of Kazakhstan in Central Asian integration and in transport routes, which are actively developing through the efforts of the EAEU and the Chinese initiative, is key. This is due to its location and territory on the map of Central Asia, as well as the size of Kazakhstan's transport infrastructure itself. First, it is necessary to note the peculiarities of Kazakhstan's geographical location. The key geographic position of Kazakhstan in Central Asia and its vast territory have made it a factor that five out of thirteen international railway corridors defined by the Organization for Cooperation of Railways (OSJD) pass through its territory. Sarsembaev lists these railway corridors:

- 1) Northern corridor of the Transsasiatic Railway Mainline used for container transportation along the route “China – Russia – Europe”;
- 2) Southern corridor of this mainline: Southeastern Europe – China and Southeast Asia via Turkey, Iran, and countries of Central Asia;
- 3) North-South Corridor (Saint Petersburg – Aktau – Amrabad – Bandar Abbas);

4) TRACECA: Eastern Europe – Central Asia via Black Sea, Caucasus, and Caspian Sea (on the section Dostyk – Almaty – Aktau) [9].

Kelbetov et al. define Kazakhstan’s role in international transport logistics by highlighting the following transit corridors passing through its territory:

1) Middle Corridor (TMTM), which connects China with the Caspian ports (Aktau, Kuryk, Baku) via Kazakhstan’s rail and road systems, enabling further cargo movement through Azerbaijan, Georgia, and Turkey into EU countries;

2) North-South Corridor, ensuring the flow of goods from Central Asian countries and Iran northward towards Russia and subsequently to EU countries via Kazakhstan’s rail and road networks, intersecting with routes originating from China [6].

All of this forms external factors driving the development of Kazakhstan’s transport-logistics infrastructure aimed at maximizing freight traffic volumes across its territory. This can both generate revenue for the state through transit fees and provision of transport and logistics services, as well as enhance the country’s export potential. The simultaneous development of the “Kazakhstan-China” railway and the Aktau port on the Caspian Sea enhances the competitiveness of Kazakhstan’s transport-logistics system, increases the capacity and attractiveness of cargo transportation through Kazakhstan, and contributes to transforming Kazakhstan into an economic and geopolitical leader in Central Asia.

The change in the volume of cargo transportation in Kazakhstan for 2020-2024 presented in Figure 1:

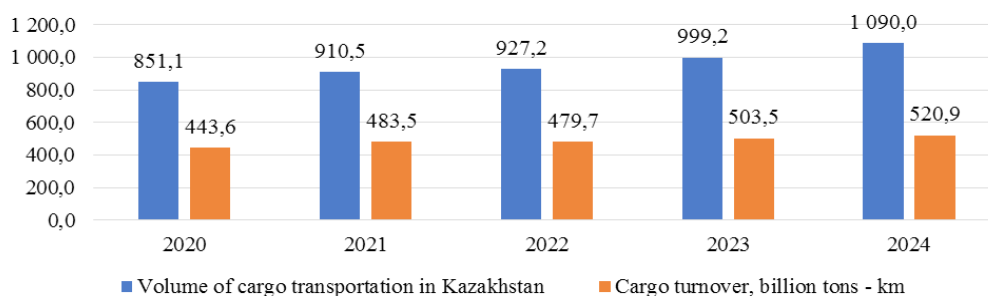


Figure 1. Volume of Cargo transportation in Kazakhstan in 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

These data show that the volume of transported cargo increased by 28.1% over 5 years, and cargo turnover increased by 17.4%. The change in the structure of freight transportation by type of transport for 2020-2024 presented in Figure 2:

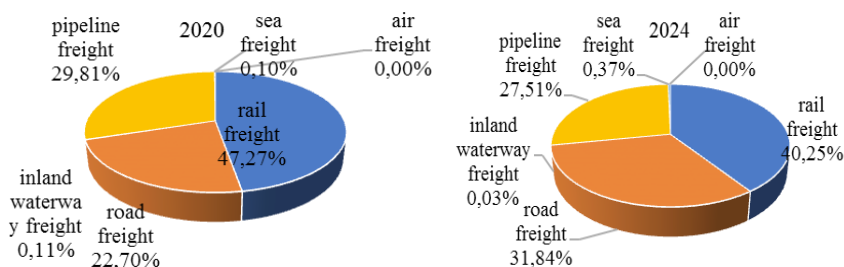


Figure 2. Changes in the Cargo transportation structure in Kazakhstan by type of transport for 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

The presented data shows that rail transport has the highest share in freight transportation in Kazakhstan. But gradually over 5 years the share has been decreasing from 42,27 to 40,25%. And the share of road freight transportation has been increasing from 22,7 to 31,84%, because the dynamics of road freight transportation is higher (they have increased by 79,6% over 5 years, while rail freight transportation has increased only by 9%).

The operational length of public railway tracks for 2020-2024 measured as follows (Figure 3):

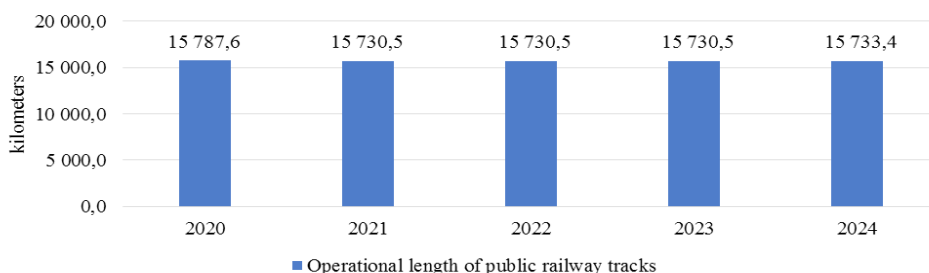


Figure 3. Operational length of public railway tracks in Kazakhstan in 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

From the presented data is clear that the length of railways has not increased over 5 years, but has even decreased slightly by 0,3%. The number of locomotives increased by only 6,3% in 2020-2024. In 2022, the Concept for the Development of Transport and Logistics Potential emphasized that Kazakhstan's railway infrastructure is underdeveloped and has high wear and tear, there are risk factors due to insufficient renewal of track equipment, and there is high wear and tear and a shortage of rolling stock.

However, the volume of transit rail traffic has increased significantly over the past 5 years, as has the revenue from transit traffic, as shown in Figure 4:



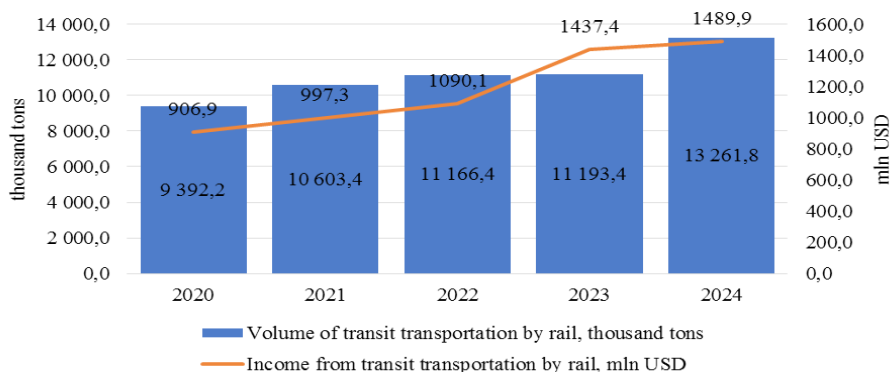


Figure 4. The volume of international transit railway freight transportation in Kazakhstan and revenues from them for 2020-2024.

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

Transit transportation increased by 41.2% over 5 years (significantly more than the total volume of transportation, although their share is only 3%), and revenues in USD terms increased by 64,3%. The growth of transit traffic and income from it is associated with the increase in the transit of Chinese goods, including along the TMTM corridor [5].

The change in the length of roads in Kazakhstan, including national and international roads, shown in Figure 5:

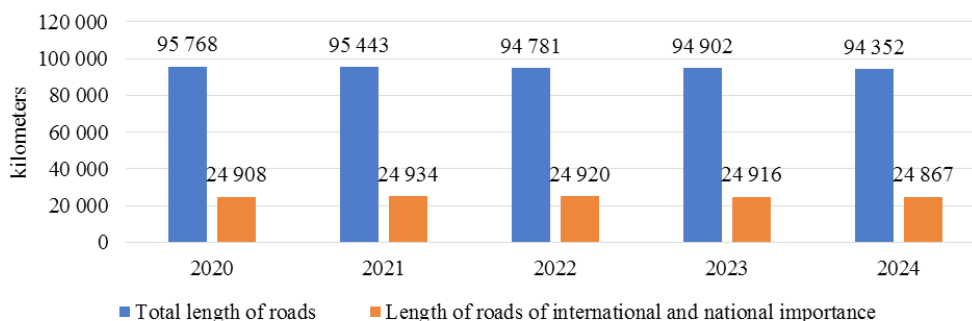


Figure 5. Length of roads in Kazakhstan in 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

From the data in Figure 6 is clear that the length of motorways did not increase, but even decreased (by 1.5% for all roads and by 0.2% for international and national roads). However, only 92.5% of all roads have a hard surface.

To assess the qualitative change in the roads of national and international importance, presented Figure 6:

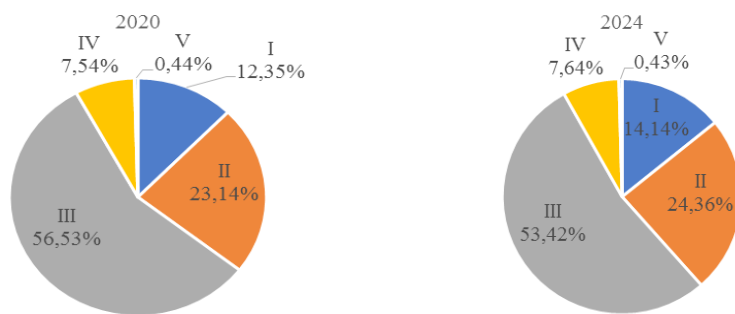


Figure 6. The quality structure of international and republican roads in 2020 and 2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

As can be seen from the data in Figure 6, for the best quality roads (categories I and II) it increased, but not so significantly: from 12,35 and 23,14% to 14,14 to 24,36%. The share of category III roads decreased by almost 3%, but the share of the highest quality roads remains almost unchanged. The Concept of Development of Transport and Logistics Potential of the Republic of Kazakhstan also notes that accident rates are high for Kazakhstan's highways. Limiting sections on the most important sections of roads (more than 60% of all the most important roads) are also a problem. Given the high growth dynamics of road freight transportation, the traffic intensity on Kazakhstan's highways exceeds the design parameters by 1,5–2 times, which reduces the safety and speed of transportation.

The volume of transit freight transportation by road has increased significantly over 5 years, as shown in Figure 7.

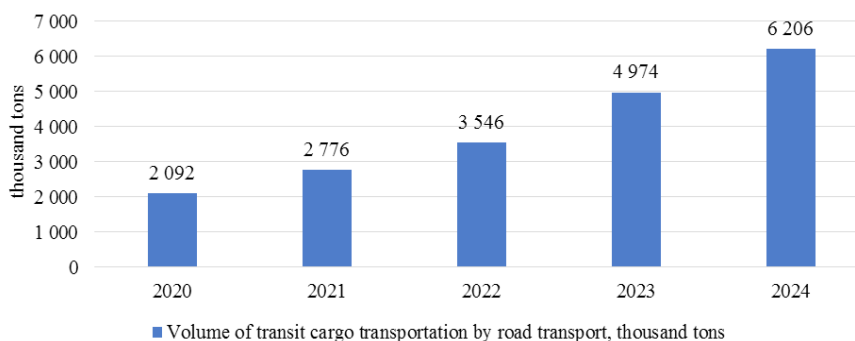


Figure 7. The volume of transit cargo transportation by road in Kazakhstan for 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

The increase was 196.7% over 5 years. At the same time, transit cargo transportation is 1.8% of all road cargo transportation. The volume of transit road cargo transportation is still significantly inferior (in 2024 by 2,13 times) to the volume of transit rail transportation. But this gap is rapidly narrowing.

The Concept for the Development of Transport and Logistics Potential of the Republic of Kazakhstan also notes such problems of road freight transportation as high wear and tear of the vehicle fleet along with stricter environmental requirements, as well as a reduction in the share of national road carriers in the international transportation market from 52% (in 2010) to 31% (in 2021). High air pollution is also a problem (motor vehicles account for 80% of harmful emissions). The problem of transit development also lies in the low level of digitalization in customs procedures and border control, which significantly delays the passage of goods across the Kazakh border.

Gross output and gross investment in the Transport and Warehousing industry shown in Figure 8:

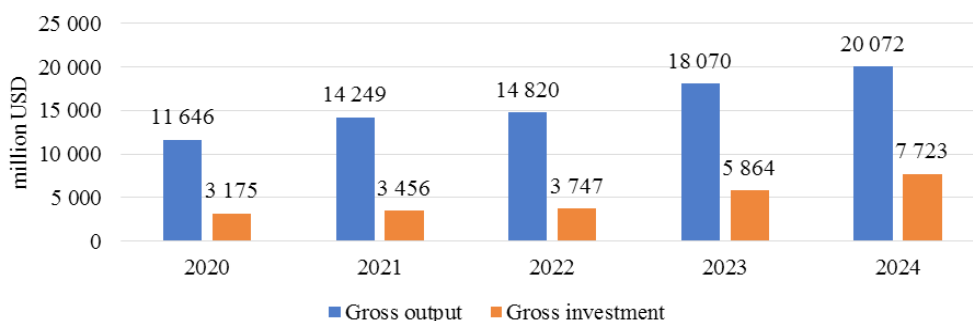


Figure 8. Gross output and gross investment in Transport and Warehousing industry in Kazakhstan in 2020-2024

Source: compiled based on data from the Bureau of National Statistics of the Republic of Kazakhstan.

From Figure 9, it is evident that investment growth in transport and logistics is closely linked to income growth in this sector (correlation being 95,6%) and also strongly correlated with physical volume of freight transportation (correlation of 97,6%). However, despite investments increasing by 143,3% over 5 years, revenues grew only by 72,3%, while total freight transportation volume increased by just 28,1%. Therefore, it cannot be said that all investments were sufficiently effective. At the same time, as noted by Tulendiyev et al. (2025, 51-52), in 2020-2025, large-scale investment projects were completed in Kazakhstan for the construction of the Kazakhstan-China railway (began in 2015), expansion of the Aktau port (began in 2013).

The conducted research has led to conclusions indicating that despite the

increase in investments in transport and logistics sectors, the amount of such investments remains clearly insufficient. Although major freight transportation, including transit shipments, predominantly relies on rail transport, there has been virtually no observable growth in the length of railway tracks over the last 5 years. Despite completing large-scale projects like the construction of the “China-Kazakhstan” railway line, numerous challenges persist concerning the development of railroads in various directions (including non-transit ones) and improvements in rolling stock. These issues slow down the growth of freight transportation via railways (excluding transit shipments). Enhancement and expansion of railway infrastructure would facilitate faster growth in railway transportation within Kazakhstan, encompassing international shipments along the “North-South” direction involving other Central Asian countries [10].

Another issue concerns the development of road freight transportation. As noted earlier, the slow growth of road infrastructure combined with poor-quality roads (which account for more than half of the network) coupled with obstacles created at border control checkpoints impose additional strain on existing infrastructure, reduce travel speed, heighten accident risks, and negatively impact the environment. Among the primary areas recommended by researchers studying the development of transport-logistics potential [9, 11], with whom one may agree, should be highlighted:

- 1) improvement of quality of international and republic-level highways;
- 2) expansion and growth of highway networks (including toll roads developed through public-private partnerships);
- 3) encouragement of domestic carriers to acquire high-quality and environmentally friendly trucks;
- 4) development of digital monitoring systems to expedite customs clearance for freight vehicles.

According to the Eurasian Development Bank (EDB), by July 1, 2025, Kazakhstan's share amounted to over 44% of the total investment in Central Asia's transport infrastructure, reaching over \$23 billion. A significant number of Kazakhstan's projects are of interest to private investors and are being implemented within the framework of public-private partnership (PPP) models, among them the reconstruction of the Almaty airport, the construction of the Almaty-Issyk-Kul toll highway, and the creation of large transport and logistics complexes. According to estimates by the European Bank for Reconstruction and Development (EBRD), Kazakhstan will need additional funding in the near future in the amount of over \$5.5 billion to update the transport system, including construction work and the digitalization of logistics platforms.

These measures will contribute to enhancing Kazakhstan's competitiveness in the market of international freight transportation, increasing opportunities for the main transit corridors running through the country.

## **Conclusion**

The modern integration of Central Asian countries is characterized by several key features that define their current development trajectory in various sectors, including freight transportation. Central Asia's location between major global economic zones such as Europe, China, India, and Russia makes it a crucial transit region for international trade routes. This strategic positioning has attracted significant attention from both regional players like Kazakhstan, Uzbekistan, Kyrgyzstan, Tajikistan, and Turkmenistan, as well as external powers seeking to expand their influence through infrastructure projects. Efforts have been made to improve transport corridors within the region, particularly road networks and railways. Projects such as the North-South International Transport Corridor connecting Iran with Russia via Azerbaijan or the Trans-Caspian East-West Middle Corridor linking Turkey with China illustrate how these initiatives contribute to enhancing connectivity across Eurasia. Several cities in Central Asia are emerging as important logistics hubs due to their proximity to key markets. For instance, Almaty in Kazakhstan serves as an essential hub for transshipment activities while Bishkek in Kyrgyzstan plays a vital role in facilitating cross-border movements along the Silk Road Economic Belt initiative proposed by China. Streamlining customs procedures remains critical for improving efficiency at border checkpoints where delays can significantly impact supply chains. Efforts towards harmonizing regulations among member states aim to reduce bureaucratic hurdles associated with moving goods across borders efficiently. Contemporary integration efforts in Central Asia reflect its unique geographical advantages combined with ongoing challenges related to infrastructure gaps, regulatory inconsistencies, and digital transformation needs. Addressing these issues will be instrumental in unlocking further growth potential offered by enhanced connectivity within the broader context of globalization trends affecting all regions globally.

The Republic of Kazakhstan holds a key logistical position in Central Asia because it facilitates the transit of goods through its territory via the "North-South" and Central corridors (from China via the Caspian region to the Caucasus, Turkey, and Europe). Taking into account this role, Kazakhstan's logistics system is developing rapidly, recently completing the construction of the "Kazakhstan-China" railway, expanding the throughput capacity of the Aktau port, and implementing other significant logistic projects.

Majority of freight transportation in Kazakhstan, including transit shipments, takes place by rail, while road freight transportation develops at higher rates and quickly increases its share in overall and transit freight transportation.

Identified exist problems associated with inadequate development of railway and road infrastructure in Kazakhstan, as well as issues related to wear and aging of rolling stock and other organizational challenges regarding freight transportation. Collectively, these problems diminish the capabilities for cargo transportation through the country. Investments in transport infrastructure –

primarily rail and road – are required to ensure growth in the volume and speed of cargo transportation through Kazakhstan, thereby strengthening its position in the field of logistics in Central Asia and to strengthen integration processes in the region.

Effective use of Kazakhstan's transport potential creates the basis for deepening Central Asian integration and strengthening the country's role in global value chains.

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## **ОРТАЛЫҚ АЗИЯДАҒЫ ИНФРАҚҰРЫЛЫМДЫ ДАМУ ЖӘНЕ ӨҢІРЛІК ИНТЕГРАЦИЯ КОНТЕКСТІНДЕГІ ҚАЗАҚСТАННЫҢ КӨЛІК ДИПЛОМАТИЯСЫ**

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**Аңдатпа.** Зерттеудің өзектілігі Қазақстанның көлік-логистикалық жүйесін солтүстік пен оңтүстік (Ресей мен Орталық Азияның басқа елдері арасында) және шығыс пен батыс (оның ішінде Қытайдың “Белдеу және жол” бастамасы шеңберінде) арасындағы транзитті қамтамасыз ететін ел ретінде дамыту қажеттілігінде жатыр. Ашық теңізге шығудың жоқтығына қарамастан, бірақ кең құрлықтық аумағы мен Каспий теңізіне шығуы бар Қазақстан ТМД, ЕАЭО және Қытайдың “Бір белдеу, бір жол” бастамасы шеңберінде Орталық Азия елдерінің интеграциясына ықпал ете отырып, транзиттік жүк тасымалының үлкен көлемін қамтамасыз ете алады. Автомобиль жолдарының, темір жолдардың және порт құрылыстарының сапасын арттыру және желісін кеңейту жүк тасымалы көлемін ұлғайтуға, сауданы дамытуға және шетелдік инвестицияларды тартуға ықпал ететін болады. Автомобиль жолдарының, темір жолдардың және порт құрылыстарының сапасын арттыру және желісін кеңейту жүк тасымалы көлемін ұлғайтуға, сауданы дамытуға және шетелдік инвестицияларды тартуға ықпал ететін болады. Халықаралық қатынастар контекстінде Қазақстанның көлік-логистикалық жүйесі экономикалық өсу құралы ретінде ғана емес, сонымен қатар елдің көрші және әріптестік мемлекеттермен байланысын нығайтатын “көлік дипломатиясының” маңызды элементі ретінде де әрекет етеді. Инфрақұрылымды дамыту және халықаралық көлік дәліздеріне қатысу Қазақстанның Еуразиялық өзара іс-қимылдың



негізгі торабы ретінде қалыптасуына ықпал етеді. Бұл оның аймақтық тұрақтылықтағы, энергетикалық және азық-түлік қауіпсіздігіндегі, сондай-ақ Ресей, Қытай, Еуропалық Одақ, Түркия және Орталық Азия елдерінің мүдделерін теңестіруге бағытталған көпвекторлы сыртқы саясатты ілгерілетудегі рөлін күшейтеді. Бұл зерттеудің мақсаты Орталық Азиядағы экономикалық интеграцияның қажеттіліктерін ескере отырып, Қазақстанның көлік-логистикалық жүйесінің ағымдағы жай-күйі мен даму проблемаларын бағалау болып табылады. Осы мақсатқа жету үшін мақалада ұлттық даму мен халықаралық интеграциядағы көлік-логистикалық жүйелердің рөліне жалпы теориялық көзқарастар қарастырылады, сондай-ақ Қазақстанның соңғы жылдардағы көлік-логистикалық жүйесі тап болған үрдістер мен сын-қатерлерге баға беріледі.

**Тірек сөздер:** көлік-логистикалық әлеует, көлік жүйесі, интеграциялық процестер, логистиканы дамыту, жүк тасымалы, халықаралық тасымалдар, көлік дәліздері, халықаралық қатынастар

## **ТРАНСПОРТНАЯ ДИПЛОМАТИЯ КАЗАХСТАНА В КОНТЕКСТЕ РАЗВИТИЯ ИНФРАСТРУКТУРЫ И РЕГИОНАЛЬНОЙ ИНТЕГРАЦИИ ЦЕНТРАЛЬНОЙ АЗИИ**

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**Аннотация.** Актуальность исследования заключается в необходимости развития транспортно-логистической системы Казахстана как страны, одновременно обеспечивающей транзит между севером и югом (между Россией и другими странами Центральной Азии) и между востоком и западом (в том числе в рамках китайской инициативы “Пояс и путь”). Несмотря на отсутствие выхода к открытому морю, но обладая обширной сухопутной территорией и выходом к Каспийскому морю, Казахстан может обеспечить большие объемы транзитных грузоперевозок, способствуя интеграции стран Центральной Азии в рамках СНГ, ЕАЭС и китайской инициативы “Один пояс, один путь”. Повышение качества и расширение сети автомобильных дорог, железных дорог и портовых сооружений будут способствовать увеличению объемов грузовых перевозок, развитию торговли и привлечению иностранных инвестиций. В контексте международных отношений транспортно-логистическая система Казахстана выступает не только как инструмент экономического роста, но и как важный элемент “транспортной дипломатии”, укрепляющей связи страны с соседними

и партнёрскими государствами. Развитие инфраструктуры и участие в международных транспортных коридорах способствует формированию Казахстана как ключевого узла евразийского взаимодействия. Это усиливает его роль в региональной стабильности, энергетической и продовольственной безопасности, а также в продвижении многовекторной внешней политики, направленной на баланс интересов России, Китая, Европейского союза, Турции и стран Центральной Азии. Целью данного исследования является оценка текущего состояния и проблем развития транспортно-логистической системы Казахстана с учетом потребностей экономической интеграции в Центральной Азии. Для достижения этой цели в статье рассматриваются общие теоретические подходы к роли транспортно-логистических систем в национальном развитии и международной интеграции, а также дается оценка тенденций и вызовов, с которыми столкнулась транспортно-логистическая система Казахстана за последние годы.

**Ключевые слова:** транспортно-логистический потенциал, транспортная система, интеграционные процессы, развитие логистики, грузовые перевозки, международные перевозки, транспортные коридоры, международные отношения

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