

УДК 339.923
Мирали Санжар

ЭВОЛЮЦИЯ ЗНАЧЕНИЯ МЕЖДУНАРОДНЫХ ТРАНСПОРТНЫХ КОРИДОРОВ В СОВРЕМЕННОЙ МИРОВОЙ ПОЛИТИКЕ

Аннотация

В статье рассматриваются процессы становления и развития транспортно-логистической системы в контексте мировой политики XXI века. Она имеет ключевое значение среди экономических и политических ресурсов любого государства. Данная система способствует развитию интеграционных процессов в современном мире и стимулирует сотрудничество между странами. Начало было положено формированием Великого шелкового пути, который способствовал не только товарообмену между Востоком и Западом, но и культурному обогащению сторон. В работе использован исторический и институциональный метод исследования. Особое внимание уделяется развитию перевозок по транспортным коридорам, проходящим, в том числе, и через территорию Казахстана. В современном мире организа-

ция международных транспортных коридоров предполагает унификацию национальных законов, объединение транспортных инфраструктур с общими техническими характеристиками. В результате ускоряется движение капитала, расширяются культурные обмены. В статье подчеркивается значение экологической безопасности при создании подобных систем. Автором сформулированы основные задачи по их совершенствованию.

Ключевые слова: транспортная система, международный транспортный коридор, Великий шелковый путь, экономическое сотрудничество, глобальные коммуникации, культурный обмен, инфраструктура, экология, безопасность, трансформация.

Конфликт интересов: автор заявляет об отсутствии конфликта интересов.

Источник финансирования: данная работа не име-

Для цитирования: Мирали Санжар Эволюция значения международных транспортных коридоров в современной мировой политике // Вестник общественных и гуманитарных наук. 2024 Т. 5 № 1 С.30-34

Статья поступила в редакцию 28.12.2023 г.

POLITICAL SCIENCE

Mirali Sanjar

THE EVOLUTION OF THE IMPORTANCE OF INTERNATIONAL TRANSPORT CORRIDORS IN MODERN WORLD POLITICS

Abstract

The article examines the processes of formation and development of the transport and logistics system in the context of world politics of the XXI century. It is of key importance among the economic and political resources of any state. This system contributes to the development of integration processes in the modern world and stimulates cooperation between countries. The beginning was laid by the formation of the Great Silk Road, which contributed not only to trade between East and West, but also to the cultural enrichment of the parties. The work uses a historical and institutional research method. Special attention is paid to the development of transportation along transport corridors, including through the territory of Kazakhstan. In the mod-

ern world, the organization of international transport corridors involves the unification of national laws, the unification of transport infrastructures with common technical characteristics. As a result, capital flows are accelerating and cultural exchanges are expanding. The article emphasizes the importance of environmental safety in the creation of such systems. The author formulated the main tasks for their improvement.

Keywords: transport system, international transport corridor, Great Silk Road, economic cooperation, global communications, cultural exchange, infrastructure, ecology, security, transformation.

Conflict of Interest: none declared.

Funding: there was no funding for this project.

For citation: Mirali Sanjar The Evolution of the importance of international transport corridors in modern world politics // Humanities and Social Sciences Bulletin. 2024. Vol. 5, No 1 P. 30-34

Introduction

The relevance of the research topic is determined by the fact that world political processes in the XXI century are largely formed under the influence of the development of transport and logistics potential. In foreign and domestic political science, increasing attention is paid to issues of the emerging world order, globalization and regionalization processes, transport policies of States, ITC (International Transport Corridors) projects, and international cooperation in transport projects.

At the same time, the transport system and international transport corridors are of key importance among the economic resources of influence. The possession of transport corridors creates new opportunities for political influence of States. When developing transportation on the ITC passing through the territory of Kazakhstan, it is necessary to take into account that States, unions and large transport companies are in fierce competition, offering their ITC and developing their competitive advantages. It should be taken into account that the development of continental transit transport, in contrast to sea transport, requires interstate approvals. Such agreements eliminate customs barriers and ensure greater transport security, which stimulates economic cooperation between countries and creates prerequisites for the development of integration processes. The world is seeing the integration of regional transport networks into larger inter-regional networks that link major markets and production centers. Today, transport, communications, and logistics infrastructure are an integral part of human existence and are an important condition for international interaction at the global, regional, and inter-country levels. At the same time, the development of international transport corridors in the global economy and their role as the «circulatory system» of the emerging partnership of integration spaces in the world have not yet been adequately considered in scientific circles in relation to world politics. This thesis aims to explore the role of international transport corridors in global political processes.

The methodological basis research includes a set of classical approaches to international relations. In the thesis comparative, historical, institutional and functional methods of research were used. The paper also studies the role of the main actors in the development of ITC. The review of foreign policy approaches to the development of the ITC is based on the analysis of official documents and statements of officials, as well as the most significant publications in the press. At the level of General scientific methodology, theoretical methods of analysis and synthesis, abstraction, induction and deduction were used. It can be noted that there is no single methodological approach that would systematically address the issues of the formation and functioning of international transport corridors.

Economic research includes the choice of topics, the formulation of research goals, hypotheses, programming, accumulation of facts, keeping them in a certain order, analysis, theoretical generalizations, verification of theoretical conclusions, development of measures for their use in practice. In their or-

ganic unity, these components form a complete cycle of economic research.

In the first part of the work, the historical research method is widely used, including periodization, analysis of the internal structure and source of development, active action. This method helps to find out how the studied phenomena and processes arose in history, and what main dates they occurred in their development.

The project development of international transport corridors within the framework of the OBOR strategy is currently under implementation. It is not possible to accurately assess the impact of the ITC on the economic, general political, and strategic development of the Republic of Kazakhstan. However, with the help of methodological research methods, one can make a preliminary analysis of the approximate scenario of the final results.

In this study, the author studied a significant amount of information on the subject of the project. Historical comparative analytical analysis of the Silk road routes is studied in the works of domestic and foreign authors. These include T. M. Aliyev, V. V. Mozharova, S. G. Luzyanin, Feng Shaolei, Hansen V, Zhao, Hong.

The current state of the «One Belt and One Road» integration initiative is widely presented in the works of the following authors: Li Y., Qi Y., Liu X., Zhang, Yunling, Raimbekov Zh., Syzdykbayeva B., Rakhmetulina Zh., Zhenskhan D.

Economic, political, socio-cultural, and other aspects of modern integration construction on the territory of Eurasia are widely covered in scientific-analytical and publicists literature.

Applied aspects of the analysis of the role of transport corridors in modern world politics

From ancient times, people who lived in different parts of our planet were engaged in trade. At first it was just an exchange of objects that were in one place, but they were not in another: salt, precious stones and gold, medicinal herbs and incense. Then people began to exchange goods: food, livestock, bronze and iron products, valuable furs, fabrics, cattle and much, much more. Initially, there was a regular exchange, and then buying and selling for money began, trade appeared, and with it there were festivities - bazaars, fairs, trade routes that connected countries, cities and peoples. Separate sections of tracks merged, roads extended to the west and east, north and south, capturing more and more new territories. So in Europe and Asia (Eurasia) the Great Silk Road appeared [8].

In the middle of the II century BC through the ancient Kazakh steppes and cities it passed through a transcontinental highway, providing for many centuries a dialogue of cultures and civilizations. This huge system of caravan routes, with a length of more than 7 thousand km, lasted more than one and a half thousand years - much longer than other long-dis-

tance land trade routes (such as the «from the Varangians to the Greeks»). The Great Silk Road included a «lapis lazuli route» along which a beautiful blue lapis lazuli stone (lapis lazuli) was transported. Gemstone was highly regarded in Egypt, Babylon, Iran. The Jade Route, which has become a road for transporting beautiful jade stone to China. Jewelry was made from it for emperors and nobles. «Sable road» - fur spread along it. In the middle of I millennium BC. e. the “steppe path” began to develop, along which silk was exported to Western countries. The name "Great Silk Road" is not an ancient name. The term “Great Silk Road” entered historical science at the end in 1877 and was coined by the famous German geographer Ferdinand von Richthofen. Silk, invented in China, was the main subject of trade, and he determined the name of the path. Since then, this successful name has become a kind of calling card of the amazing achievement of mankind, thanks to which people began to trade, transfer scientific achievements to each other, and exchange cultural and religious values [1].



Picture 1. The Silk Road [7]

Since the XI century, the whole of Western Europe began to actively buy eastern goods. After the Arab conquests, they began to be consumed throughout the southern Mediterranean, right up to Spain. For the successful functioning of the Great Silk Road, political stability along its entire length was necessary. This could be achieved in two ways - either by creating a huge empire that controls all the most important Eurasian caravan routes, or by «dividing the world» between major powers capable of ensuring the security of trade. In the exchange of goods between East and West, goods went mainly from east to west. In the Roman Empire during its heyday, silk fabrics and other oriental goods were in great demand [2].

The sunset of the Great Silk Road is associated primarily with the development of merchant shipping along the coasts of the Middle East, South and Southeast Asia. In the 14th-15th centuries, maritime trade became more attractive than the dangerous caravan routes that became dangerous; the sea route from the Persian Gulf to China took about 150 days, while the caravan route lasted 300 days, in addition, one ship carried the same amount of cargo as an ordinary large caravan of 1,000 animals.

As a result of these factors, the Great Silk Road gradually ceased to exist, only some of its parts continued to function for a long time, such as caravan trade between Central Asia and China. Western Europe in trade with the East has always had a passive trade balance: when buying expensive oriental goods, Europeans could not offer an equal quality product in exchange and were forced to pay in gold and silver. From ancient times until the end of its functioning, the Great Silk Road acted as a channel for “pumping” precious money worsened the monetary system, European rulers tried to impose restrictions on the consumption of oriental goods and on the export of gold and silver to the east. However, these administrative measures had a low effect. It was possible to achieve competitiveness of their goods in comparison with eastern Western Europe only after the industrial revolution. The functioning of the Great Silk Road led to the acquaintance of different peoples with new consumer goods. From their distribution, Western Europe benefited the most.

The Great Silk Road played an important role in the development of geographical knowledge. Only after the formation of this through trade route did Europeans and Chinese first learn about each other's existence and get at least an approximate idea of all the civilizations of Eurasia. Along with goods along the Great Silk Road, art, architecture, culture, the art of music and dance, and spectacular performances spread. It was followed by the spread of world religions: Buddhism and Islam from the East, Christianity - from the West. Missionary work and pilgrimage also contributed to the spread of such creeds as Judaism, Manichaeism, Zoroastrianism. But not one of them, however, could for a long time become popular among the Asian peoples. Thus, as a result of the functioning of the Great Silk Road, there was a tendency toward rapprochement of cultures in the process of intensive and regular world economic relations. And today, the history of the Great Silk Road can be considered as an actual experience of mutually beneficial trade and peaceful cultural communication between different countries and peoples [12].

The International Transport Corridor (ITC) is a combination of trunk transport communications of various modes of transport with the appropriate infrastructure, providing transportation in international traffic to areas of their greater concentration. ITC, consisting of several transport modules (transport units intended for mixed combined transport on the principle from sender to receiver), are called multimodal transport corridors. The ITC organization aims to unify national laws, harmonize the transport systems of East and West, create an international transport infrastructure that has common technical parameters and ensures the use of a single transportation technology. Currently, the creation of the ITC from the discussion stage has entered the stage of practical implementation. Many countries in Europe and Asia are seeking to deploy ITC in their territories [5].

Currently, global trends in the formation of communications of the future have been outlined; for their implementation, there are less and less technical limitations. Priority

is given to multimodal transport corridors (systems), which concentrate on general directions public transport - rail, road, sea, pipeline, as well as telecommunications. Communication nodes are formed at the intersection of the main multimodal corridors, which under the conditions of the preferential regime provide high quality services and a variety of services. As a result, trade, industrial and financial capital is accelerated, and information and cultural exchanges are strengthened. The role of international cooperation is growing, efforts are being combined to overcome customs and tax barriers, and coordinated actions in establishing port and other transport charges.

The transition to transport corridor systems was gradual. From a brief historical overview of the activities on the formation of transport corridors, this is a long process that tends to expand participants, introduce national transport networks worldwide with the development of certain principles for financing, the development of technologies for working in the system of transport corridors, the introduction of new projects in this system, etc. d.

There is also an important part of this kind as the environmental aspect in the development of transport corridors. It is well known that the operation of road, rail, sea, water, air and pipeline transport causes an increased technogenic impact on the environment and poses a serious threat to the natural environment and public health. In this regard, one of the most important problems in the creation and functioning of new international transport corridors is the problem of ensuring their environmental safety, especially in large transport hubs (urban areas) and in those sections that pass through the border territories of various states. Appropriate measures to ensure the environmental safety of transport corridors should be carried out both at the stage of their substantiation and design, and in the process of construction and operation [10]. Among the multifaceted tasks of ensuring the environmental safety of transport corridors, the most important is the task of creating an effective system of state environmental control. For this, it is necessary to prepare and adopt at the regional level normative acts regulating the procedure and conduct of state environmental control on individual and state transport of all types. These acts should provide for administrative responsibility for failure to comply with established requirements and thereby create a mechanism for managing the system of state environmental control over compliance with state standards.

Regulatory acts should determine the interaction schemes of state control bodies, specify tariffs and work out the procedure for charging pollution for the environment by transport. Based on these acts, fees should be paid for conducting inspections of vehicles for compliance with the requirements of the standards, as well as deductions to territorial environmental funds. Finally, these acts should serve as a methodological basis for assessing the effectiveness of the proposed control system on individual vehicles, the share of which in large cities is about 80% of all vehicles [11].

To solve these problems, it is necessary to create a developed environmental management system and information support system in accordance with the requirements of international standards, for example, ISO 14000, which is part of the general management of transport corridors, as well as independent and non-departmental structures that would carry out environmental control, monitoring and audit transport corridors [13].

The main tasks of the formation and development of international transport corridors include:

- coordinated development of transport infrastructure in order to integrate transport systems for unhindered movement of passengers and goods across national borders;
- rationalization of the interaction between different modes of transport in the intermodal transport chain;
- optimization of the transport process in order to improve the quality of transport and reduce transport costs in the final cost of goods;
- creating conditions for reducing tariffs for the transportation of passengers and goods in domestic traffic by increasing the load on the national transport network and making better use of existing reserves;
- assistance in the development of new territories and the development of cross-border cooperation, the development of new domestic and international markets;
- increasing the mobility of the population and improving transport accessibility of the regions;
- increasing the attractiveness of investment projects for the development of international transport corridors;
- promoting the development of international tourism and cultural ties [6].

The direct functions of international transport corridors are the service of export-import traffic, as well as international transit. All other manifestations are a multiplier effect when combined with international and national transport corridors.

Neighboring states have never experienced the problem of unhindered communication. For countries not directly bordering, this condition is critical. Therefore, distant international trading partners try to choose routes with a minimum number of intermediate countries, with their border barriers, a variety of political conditions, and fees [3].

Another basic function of international transport corridor is the provision of international transit. Currently, the role of Euro-Asian land transit has increased dramatically. This is due to an avalanche-like increase in the volume of trade between Europe and Asia.

At the same time, Europe has actually reached the limit in the development of its industrial potential in volume indicators to meet domestic demand. Further development of production in Europe is associated only with an increase in exports to other regions of the world, primarily to Asia.

Based on the economic benefits that international transit services provide, many countries struggle to ensure that inter-

national transport corridors pass through their territories. However, the larger the country, the more developed its industrial production, domestic production cooperation, the more capacious the domestic market, the smaller the share of revenues from international transit in relation to gross domestic product.

International transport corridors also affect industrial, food, demographic, military and technological security. This is due not only to the globalization of the world economy and the transfer of industrial enterprises from Europe to Asia, but also to the need to comply with uniform international standards for all types of services on the international transport corridor.

Increased requirements for the quality of transport infrastructure and vehicles are forcing to improve the quality of manufacture of transport equipment. Increasing requirements of international competition requires the introduction of total control over the passage of each container, each moving vehicle, switch to logistics methods of servicing cargo flows based on the synchronous interaction of all modes of transport, transshipment complexes, customs and border services [8]. Information-analytical systems and space navigation are connected to the transportation process. Transport and handling logistics centers are becoming points of technological activity.

International transport corridors, as a rule, become the basic national corridors, on the basis of which a support transport network of a cyclic type is formed, the so-called support transport grid.

Practical work on the formation of the ITC begins with the preparation and subsequent signing of an international agreement with the participation of all the states through which the

ITC passes and countries interested in using it. The ministries of transport and communications, the Ministry of Foreign Affairs and other ministries and departments should take part in this work.

Then, special national (interdepartmental commissions) and international bodies (coordination committees) are created, whose tasks include the work on the formation of national sections of the ITC and the creation of international conditions for the functioning of the corridor. Prediction of the development of the ITC should be carried out mainly on the basis of the analysis of existing and prospective cargo and passenger flows, gravitating to specific directions.

When forming any transport corridor, potential transportation should be presented in the form of cargo and passenger flows, which will develop within the framework of this corridor. The categories of cargo, the density of cargo and passenger flows, their distribution, etc. should be indicated [4].

After the final decision on the need to create an ITC with the participation of a particular country, the boundaries of the ITC national section are designated, and the volumes of existing and prospective cargo flows, their configuration and the state of the transport infrastructure should be taken into account. As a result of the work done, a conclusion is drawn up on the optimal route for the passage of the corridor, on which the available capacities of the country's transport system will be used most fully. Then, a detailed assessment of the current functioning efficiency and condition of the transport infrastructure facilities within the framework of the emerging ITC is carried out.

Источники и литература / Sources and references

1. Бичурин Н.Я. (Иакинф). Собрание сведений о народах, обитавших в Средней Азии в древние времена. М.; Л.: 1950-1953. Том 1–3.
2. Ртвеладзе Э.В. Великий шелковый путь. ЭС. Ташкент, 1999. 249 с.
3. Asya Kalkınma Bankası (2014) CAREC: Transport and Trade Facilitation Strategy 2020, Filipinler
4. Bacon, K. (2012) A Theory of Connectivity. Harvard Law Bulletin. Fall. October 1. [Online] Available from: <https://today.law.harvard.edu/book-review/a-theory-of-connectivity/>.
5. Dergachev V.A. International economic relations. The textbook for universities, Moscow : UNITY-DANA, 2005. 368 p.
6. Economic Commission for Europe (2013) 'Transport Links between Europe and Asia, New Challenges'. Geneva : ENECE
7. Encyclopædia Britannica, Inc. Доступно по: <https://cdn.britannica.com/83/193183-050-A10F4603/Silk-Road.jpg>
8. Sсылка активна на 26.12.2023
8. Jacks D. S., C. M. Meissner and D. Novy (2008). Trade Costs, 1870–2000'. The American Economic Review: Papers and Proceedings 98: 529–534
9. Hansen V. The Silk Road: A New History. Oxford University Press, 2012. — 320 p. — ISBN 978-0-19-515931-8.
10. Mirotin L.B. Transport logistics. Textbook, Moscow : Exam, 2002. 511 p.
11. Nikiforov V.S. Multimodal transport and transport logistics. Textbook, Moscow : Translit, 2007. 324 p.
12. Pradumna B. Rana, Wai-Mun Chia. (2014) The Revival of the Silk Roads (Land Connectivity) in Asia. S. Rajaratnam School of International Studies Singapore. P. 31.
13. Uskov N.N., Venzik N.G. Management of foreign trade traffic: textbook, Moscow : state University of management, 2000. 115 p.

Информация об авторе:

Мирали Санжар, Восточно-Китайский педагогический университет, Шанхай, Китай.
E-mail: sanjar93@gmail.com

Author:

Mirali Sanjar, East China Normal University, Shanghai, China.
E-mail: sanjar93@gmail.com