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**TRANSPORT INTEGRATION AS THE DEVELOPMENT TREND'S
OF THE EURASIAN ECONOMIC UNION**

The article discusses the development of transport integration of the Eurasian Economic Union, shows the growing role of the EEU in the political, economic and military spheres, depending on the strengthening of transport corridors. The transport and logistics potential of the Eurasian Economic Union and its development opportunities go far beyond the integration group of states. The authors analyze the key factors, depending on which transport integration develops in the Eurasian space; attention is given to the priorities of the development of the Eurasian transport potential. One of the world's largest transportation systems is being created within the framework of the EEU. «Eurasian transcontinental corridor», the new high-speed transport of mixed transport should become a key element of the revived Silk Road. This project includes a new economic policy «Nurly Zhol» (Path to the Future), as announced by the President of Kazakhstan Nursultan Nazarbayev. In the future, a new regional integration bloc will be created, which will include other countries of the Eurasian continent, first of all, the partners of the EEC and China in the SCO. The creation of transcontinental logistics corridors is a strategic task for many centers of power in Eurasian. If by 2025 the process of formation of the Unified Transport Policy is completed, if all existing obstacles are removed for transportation by any means of transport, then the EEU transport systems will reach a new level of functioning, which in fact will indicate their integration. Within the framework of the EEU, efforts are being made to coordinate the transport development strategies of the participating states.

Key words: transport integration, transit, transport corridor, common transport space.

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**Көлік интеграциясы Еуразиялық экономикалық одақтың
даму тренді ретінде**

Мақалада Еуразиялық экономикалық одақтың көлік интеграциясы және оның көлік дәліздерінің саяси, экономикалық және әскери құндылығын нығайтудағы рөлі қарастырылады, Еуразиялық экономикалық одақтың көліктік-логистикалық әлеуеті және оны дамыту мүмкіндігі, Еуразиялық кеңістіктегі көлік интеграциясына әсер ететін негізгі факторларды, еуразиялық көліктік әлеуетті дамытудың басымдықтарын сараптауға көп көңіл бөлінеді. Еуразиялық кеңістікте көлікті біріктіру үдерісін зерделеу барысында, Еуразиялық экономикалық одағының транзиттік және логистикалық әлеуетіне, еуразиялық көлік әлеуетін дамытудың мәселелері мен болашағы жеке қарастырылады. «Еуразия трансқұрлықтық дәлізі», аралас көліктің жаңа жоғары жылдамдықты тасымалдауы «Жібек жолының» жаңарған бөлігінің басты элементі болуы керек. Бұл жоба Қазақстан Республикасының Президенті Н.Ә. Назарбаев жариялаған «Нұрлы жол» жаңа экономикалық саясатының аясында құрылады. Болашақта Еуразия құрлығында басқа елдерден,

ең алдымен, Еуразиялық экономикалық одақтың және Қытайдың ШЫҰ-дағы әріптестері кіретін жаңа аймақтық интеграциялық блок құрылуы мүмкін. Егер 2025 жылға қарай Бірыңғай көліктік саясатты қалыптастыру үдерісі аяқталса, кез келген көлік түрлерімен тасымалдаудағы барлық кедергілер жойылса, онда Еуразиялық экономикалық одақтың көлік жүйесі жұмыс істеудің жаңа деңгейіне жетеді, бұл олардың интеграциясын көрсетеді.

Түйін сөздер: көлік интеграциясы, транзит, көлік дәлізі, бірыңғай көлік кеңістігі.

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Транспортная интеграция как тренд развития Евразийского Экономического Союза

В статье рассматривается вопрос о развитии транспортной интеграции Евразийского Экономического Союза, показана растущая роль ЕАЭС в политической, экономической и военной сфере в зависимости от укрепления транспортных коридоров. Транспортно-логистический потенциал Евразийского Экономического Союза и возможности его развития выходят далеко за рамки интеграционной группы государств. Авторы анализируют ключевые факторы, в зависимости от которых развивается транспортная интеграция на евразийском пространстве, уделяется внимание приоритетам развития евразийского транспортного потенциала. В рамках ЕАЭС создается одна из крупнейших в мире транспортных систем. «Евразийский трансконтинентальный коридор», новый скоростной транспорт смешанного транспорта должен стать ключевым элементом возрожденного Шелкового пути. Этот проект включает новую экономическую политику «Нурлы Жол» (Путь в будущее), о чем объявил Президент Казахстана Нурсултан Назарбаев. В перспективе будет создан новый региональный интеграционный блок, в который войдут и другие страны Евразийского континента, прежде всего, партнёры ЕЭС и Китая по ШОС. Создание трансконтинентальных логистических коридоров – стратегическая задача для многих центров силы Евразии. Если к 2025 г. завершится процесс формирования Единой Транспортной Политики, если будут сняты все существующие препятствия при перевозках любыми видами транспорта, то транспортные системы ЕЭС выйдут на качественно новый уровень функционирования, что фактически будет свидетельствовать об их интеграции. В рамках ЕАЭС прилагаются усилия по координации стратегий транспортного развития государств-участников.

Ключевые слова: транспортная интеграция, транзит, транспортный коридор, единое транспортное пространство.

Introduction

Transport is a system-forming infrastructure branch of the economy and provides basic conditions for the life of society, contributes to the socio-economic development of the state and the implementation of its strategic national priorities. The development of transport has largely determined the progress and prosperity of human civilization. Globalization and regionalization are two processes characterizing modern international relations. Under the impact of these two trends countries unite and protect their economic interests through regional organizations. The vivid example of such organizations is the Eurasian Economic Union, which has been a result of continuous process of the Eurasian integration.

The object of research includes transport integration of the Eurasian Economic Union and

its growing role with strengthening of political, economic and military value of transport international corridors. The subject of research is transport and logistics potential of the Eurasian Economic Union and opportunities for its development.

The aim of research is to give complex analysis of the key factors affecting transport integration within the Eurasian space and identifying priorities for the Eurasian transportation potential development. According to the aim of research the following tasks have been set:

- (1) to study the process of transport integration within the Eurasian space;
- (2) to determine key issues affecting transit and logistics potential of the Eurasian Economic Union;
- (3) to identify challenges and perspectives for the Eurasian transportation potential development.

The methodological base of research includes systems analysis, historical and comparative

methods of research, structural and functional approaches.

The Eurasian Economic Union» geographical position facilitates construction of transport and logistics routes of both regional and global significance. This is a key factor for mutual competitiveness and dynamic economic growth in a rapidly changing and complex world.

Actually transport infrastructure as a key instrument plays great role in the country's economy. On the one hand, it provides mobility of goods and resources. On the other hand, it facilitates accessibility of territories and gives opportunity for freedom of movement of freights and passengers. The unsatisfactory condition of transport infrastructure leads to essential restriction of social and economic development of the country. Moreover, control of the markets and routes of goods delivery determines the political weight of the state and its economic development.

The transport systems of the Eurasian Economic Union have all modes of transport and make a significant contribution to the achievement of the goals of sustainable social and economic development at the global and regional levels. Transport integration is one of the directions of the process of international economic integration, which, as a rule, is accompanied by the creation of separate structures with specific management systems, rules and mechanisms for decision-making. In modern conditions, many countries actively participate in the creation of regional economic associations in order to increase the competitiveness of their economies by eliminating tariff and non-tariff barriers and pooling resources.

In modern conditions, many countries actively participate in the creation of regional economic associations in order to increase the competitiveness of their economies by eliminating tariff and non-tariff barriers and pooling resources. The EEU was established in the format of an international organization comprising Belarus, Kazakhstan, Russia, Armenia and Kyrgyzstan, which, in accordance with the «Treaty on the Eurasian Economic Union,» united regional economies into a «single economic space» in order to improve the living standards of the population of the Union, million people.

In accordance with the Union Treaty (section XXI «Transport»), a coordinated (coordinated) transport policy aimed at ensuring economic integration, the consistent and step-by-step formation of the Common Transport Space on the principles of competition, openness, security, reliability, accessibility and ecological compatibility.

In 2016, the Supreme Eurasian Economic Council approved the main strategic document in the field of transport integration of the Unified Energy System - «Main directions and stages of coordinated transport policies of the Member States of the Eurasian Economic Union». It is expected that by 2025 the process of formation of the Common Transport Space should be completed by all existing obstacles will be removed in the course of transportation by any means of transport, the transport systems of the Eurasian transport Union achieved quality level of functioning, the fact of which will testify to the dynamics of Eurasian integration.

The fact that such world leaders as China, the USA and the EU direct much effort towards creating of the overland international transport corridors connecting Europe and Asia says about the growing political value of transport communications. China advances construction of international transport corridors within the «Silk Road Economic Belt» project. The European countries develop cooperation on international transport program TRACECA. The USA embodies the interests through implementation of the «New Silk Road» strategy across the territory of Afghanistan.

In light of current events the EEU is becoming a key element in the revitalization of the Great Silk Road – a new milestone in the development of the mutually reinforcing partnership between West and East. Therefore international transport corridors through the EEU are considered as a way of integration into world transport system and in world logistic space. Owing to availability of transport communications Member states will be able to provide transit of freights from the Asian-Pacific region to Europe. As a consequence, it will positively affect economic development of the Eurasian region.

The role of international transport corridors is studied in the political, economic and sociological aspects. Russian experts Babynina L.O. (2009: 123-144), Vinokurov E. (2009), Vinokurov E., Libman A. (2014:341-358), Yakunin V.I. (2006), Pak Y., Polyanova T. (2015: 199-209) and kazakh researcher's Gubaidullina M.S. (2014: 73-93; 2017: 227-242), Baymuhamedova G.C., Almagambetova Sh. (2014:8-11) devoted their scientific works to the problems of interrelation between development of transport corridors and integration processes within the Eurasian space. Eurasian transport issues are reflected in the researches of Goncharenko S.S. (2004), Rezer S.M. (2010) and Ryskulov D.M. (2012). They investigated problems with Eurasian transport corridors development, transport policy of

Kazakhstan and Russia and prospects of the Great Silk Way revitalization. The Center for Integration Studies of the Eurasian Development Bank under the leadership of Vinokurov published one of the first solid monographs «Eurasian Economic Union» (2017: 296 p.).

However, the rivalry between various projects of international transport corridors in Eurasia was not considered. Much attention to the importance of international transport corridors in world politics was paid in works of such foreign scientists as J. Hibbs (2003), Stevens H. (2004), H. Karrar (2012: 99-113), Humphreys M. (2011), Konopelko A. (2017: 1-17). Dozens of analytical reports and other materials are available on the EDB website (<https://eabr.org/analytics/integration-research/cii-reports>).

The process of transport integration within the Eurasian space

On May 29, 2014 the Heads of states of the Republic of Belarus, the Republic of Kazakhstan and the Russian Federation signed the Treaty on the Eurasian Economic Union. On October 10, 2014 Armenia acceded to the Treaty. On January 1, 2015 the Union of four Member States made its first steps. On May 8, 2015 the Kyrgyz Republic acceded to the Treaty on the EEU (Eurasian Economic Commission, 2015).

On the territory of the Eurasian Economic Union of more than 20 million km² with the population of over 182 million there are: 1.6 million km of roads; 108 thousand km of railways (46% electrified); 107.5 thousand km of inland waterways in use; 793.5 thousand km of air routes (Eurasian Economic Commission, 2015).

The establishment of the «Western Europe – Western China» international road corridor, alongside the launch of the United Transport and Logistics Company would create a land link connecting Europe and Asia and providing full range of competitive transport and logistics services.

The most important direction of the EEU further activities will be the implementation of objectives set by Heads of states concerning the joint partnership between the Eurasian Economic Union and the «Silk Road Economic Belt» project in the field of transport and infrastructure.

According to Vinokurov, transcontinental transport and logistics communication has objective constraints due to inadequate infrastructure (absolutely crucial for central regions of the continent): Transeurasian vision of transport corridors (rail and auto); Regional common electric power markets;

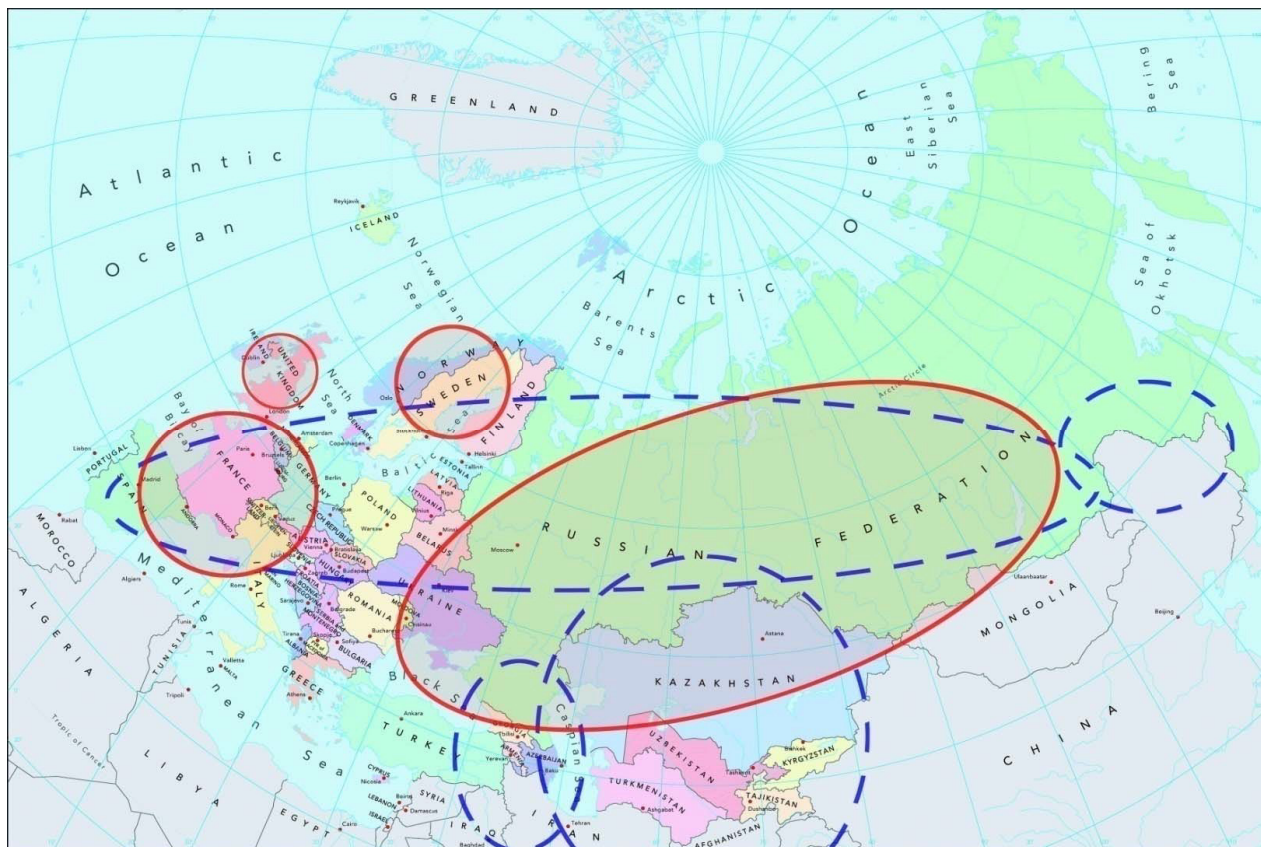
Telecommunications. On the path of Eurasian integration are the so-called asymmetries on the vast Eurasian space (*see map*): Large number of states, with huge differences of economies, politics, and societies, and cultures. The search of compromises is severely constrained; The problem of integration between democratic and authoritarian countries; Large-scale asymmetry of economic development and dependencies. Central Asia is ‘a laboratory of Eurasian integration’ (*see map*). Among the main ideas is «Eurasian integration could drive development by integrating energy trade, non-energy trade and transport, capital and labour flows, tourism, and fighting against drug trading and the spread of epidemics», and «Open regionalism in Eurasia is an economically optimal supplement to regional integration initiatives, in particular to post-Soviet integration» (21 b. Vinokurov, Libman, 2012: 9–16)

«*Eurasian Transcontinental Corridor*», a new high-speed multimodal transport route, is to become a key element of the revived Silk Road. This project is expected to be established in performance of the «Nurly Zhol» New Economic Policy which was declared by President of the Republic of Kazakhstan, Nursultan Nazarbayev. The fulfillment of the project would be based on the following principles: higher speed, better service, lower costs, safety and stability.

It is very significant to analyze the Treaty on the Eurasian Economic Union which establishes new long-term priorities of transport policy in the territory of the Eurasian Economic Union. One of the key elements of the Treaty on the Eurasian Economic Union is Section XXI «Transport». Transport is the driving force of our daily life; therefore its development, safety and security determine the level of country’s economic development, living and social standards.

Section «Transport» includes articles 86 and 87 governing the following: principles, objectives and priorities of the Coordinated (Agreed) Transport Policy; objective and priorities of the Main Directions and Implementation Stages of the Coordinated (Agreed) Transport Policy of the Eurasian Economic Union; application of the provisions of the Treaty on the EEU regarding different transport modes; cooperation of the Member States in the field of transport (Eurasian Economic Commission, 2015).

According to the Treaty on the EEU, the Union will conduct coordinated (agreed) transport policy aimed at economic integration, consistent and gradual establishment of a Common Transport Area.



Figure

Common Transport Area means a range of transport systems of Member States providing for free movement of vehicles, passengers and cargo as well as vehicle compatibility based on the harmonized transport legislation of Member States.

There are six main principles of the coordinated (agreed) transport policy conducted by the EEU: competitiveness, transparency, security, reliability, accessibility, and green technology. Among the objectives of the coordinated (agreed) transport policy are the following: establishment of Common Market of Transportation Services; adoption of agreed measures ensuring mutually beneficial conditions and introduction of best practices in transport; integration of transport systems of Member States into the global transport system; efficient use of transit potential of Member States; transport safety; reduction of negative effects of transport on the environment and human health; attraction of foreign investments.

As for the priorities of the coordinated (agreed) transport policy of the EEU, they are:

- formation of a Common Transport Area;
- establishment and development of Eurasian Transport Corridors;

- fulfillment and development of the Union transit potential;
- coordination of transport infrastructure development;
- establishment of logistics centers and transport organizations ensuring optimization of carriage;
- attraction of the Member States workforce;
- science and innovation in transport.

Implementation of the coordinated (agreed) transport policy would ensure reduce of delivery time and transport costs, increase of mobility and transport accessibility, elimination of «bottlenecks», and facilitation of economic attractiveness of the Union for transit flows.

Specific attention to road transport of the EEU is caused by the role which it plays in a chain of cargo delivery. Actually economic relations between Member states are facilitated with all means of transport. However, road transport provides more than 80 percent of total amount of transportation of goods in Member states, serving almost all branches of economy. Advantages of road transport are high operational and commercial maneuverability, technological adaptability and possibility of door-

to-door service when compared to other means of transport.

Road transport is one of the key elements of business development, especially small and medium business, which is most interested in sending freights by small parties. In this regard, on May 8, 2015 the Heads of Member States of the Union approved the Program of Gradual Liberalization of Cargo Transportation Carried out by Carriers Registered on the Territory of one of the EEU Member States between Points Located on the Territory of Another EEU Member State for the Period from 2016 to 2025. The aim of the program is to facilitate the access for the EEU road freight transport to the Common Transport Market, regardless of nationality or the state of registration. The objective of the program is to establish a roadmap for the Member States to gradually remove restrictions in road freight cabotage Member States along with the Eurasian Economic Commission would annually assess the functioning of the Common Transport Market and consider the possibility of opening domestic transport markets, including road freight cabotage. In case of negative effects of road freight cabotage in the regions of operation the Commission and Member States would hold consultations on the adoption of protection measures.

Factors affecting transit and logistics potential of the Eurasian Economic Union

The key reason for the failure to attract transit business to overland Eurasian corridors is the undeniable commercial benefits of using sea freight from the eastern and southern provinces of China and other Southeast Asian countries. The main competitive advantages that sea transit routes have over overland routes are:

- 1) Cheaper tariffs:
- 2) Customer service and compliance with international quality standards: They use state-of-the-art technology, offer discounts to regular customers, etc.

Given geographic location and national economic interests, Russia, Kazakhstan and their neighbours have a direct interest in the Eurasian integration process extending beyond the boundaries of the post-Soviet space and involving the most important countries in the region. Projects being implemented in certain economic sectors provide solid foundations for regional economic integration, which begins in key sectors and eventually extends outwards to the institutional level. For this reason,

the electricity and transport industries must be considered as economic priorities.

Increasing the volume of freight transit using Eurasian international transport corridors is made difficult in a number of ways. The main impediments to the full-scale integration of road and rail transport in the EEU member countries are either physical or non-physical, with the following identified as the most acute:

- 1) Non-physical barriers are those non-technical barriers to trade, which, to a large degree, are «manmade»; these are: protracted customs procedures at border crossing points, which significantly increase waiting times for vehicles and rolling stock; random inspections, often requiring sealed transit containers to be opened; non-harmonized transit tariffs across the CIS – despite the signing of international agreements, transit tariffs still vary from country to country; migration rules – the time drivers are allowed to stay in the EEU differs from country to country.

- 2) Physical barriers include: obsolescence and shortages of rail cars, containers and locomotives; non-compliance of existing infrastructure and technology with international quality standards (route handling capacities, etc.); inadequate processing capacity at border crossing points; poorly developed logistic and communications networks and motorway service facilities; insufficient capacity for cargo handling, consolidation and deconsolidation.

It is also important to highlight developments that have had a positive impact in creating a unified transport system and encouraging transit: the full-scale commercialization of the road transport sector, which is now dominated by private owners; equal access to domestic freight services markets for private and public carriers; unrestricted (or almost unrestricted) access to foreign cargo facilities (notably, however, each member country bans foreign operators from engaging in coastal freight transport); the freedom to select a carrier for the purposes of export and import contracts; the absence of legal restrictions on foreign ownership of road transport companies; the abolition of permits for return journeys between certain member countries.

In general, transport cooperation could become a catalyst for interconnecting various initiatives like the Eurasian Economic Union, the Silk Road Economic Belt and the New Silk Road Strategy. The implementation of these recently announced projects would greatly benefit the Eurasian region.

At present, the Chinese initiative of the Silk Road Economic Belt is the only international project aimed

at the development of the transit potential of Central Asia. It will play a key role in Kazakhstan, as the new routes will pass through its territory. It should also be emphasized that Kazakhstan, which has no sea outlet, is interested, in one way or another, in the implementation of transport corridors construction projects. In this case, Kazakhstan has the opportunity to become a hub of transit routes both in the «North-South» and «East-West» directions. In the future, the Silk Road project can make economic growth in Kazakhstan possible, if natural resources cease to be a source of funding. Most importantly, the extensive transport corridors system significantly reduces the level of geopolitical tensions in the region. The Eurasian economic development and the ongoing geopolitical challenges requires a balanced foreign economy policy and considering opportunities for new transport routes. Apart from the Silk Road Economic Belt project, the United States also has its vision for Central Asia's transport strategy. The project named «New Silk Road» seeks to link the region to global markets via North-South routes. It is assumed that developing a highway – and possibly creating a rail link between Central Asia and India through Afghanistan and Pakistan – will help stabilize the region and bring Central Asian products to the world market via the Indian Ocean coastline.

Challenges and opportunities for the Eurasian transportation potential improvement

The five Central Asian states, as well as two of the three post-soviet Caucasus Republics (Georgia being the exception) share a common geographic constrain: being landlocked. Their integration in the world market has been the most relevant issue for the governments in the 25 years after independence. Today, the booming Sino-European trade exchange, the Chinese economic growth and China's political-economic re-balancing act toward the «inner Asian frontier» seems to offer for the first time after centuries a concrete possibility for the central Asian countries to play the card of Transport and Trade Bridge between the two poles. In this process Kazakhstan has profiled itself as the most active and successful actor.

The Eurasian Union could become one valuable instrument toward creating an open common transport space and facilitator of transport and transit across Eurasia.

The pacifying effect of bilateral or multilateral trade is widely known in contemporary international relations. Besides, the projects on the development

of transport infrastructure and mutual trade will also promote exchange of ideas and strengthening of contacts between people through borders. It is necessary to understand that although at first increase of transnational mobility can cause concern about safety in certain states, it will be useful for regional cooperation, prosperity and safety in the long term. Doubtless, realization of all above mentioned initiatives is important for the Eurasian people as great regional integration, cooperation and interdependence have to reduce negative potential of the global rivalry which threatens peace and safety within the Eurasian space.

As the world practice shows, the rapid technological progress during scientific and technical revolution of the 1960-1970s had the defining value for the transport complex development in the second half of the 20th century. It became widely known as «transport revolution». So far, this factor facilitates the development of all transport modes. It is supposed that in the nearest future in the field of interaction of different transport modes new means for delivery without overload on a formula «door-to-door» will be constantly created and improved. Furthermore, «transport revolution» will lead to the extension of container cargo transportation, joining of computer information systems of all types of transport services, and creation of the general systems of different transport modes, etc. Such innovations will allow to include transport in a network of the international commercial backgrounds.

Therefore, innovative development of transport complex is represented as vital condition for ensuring sustainable economic growth. Considering the importance of integration processes within the Eurasian space, creation of innovative transport system is the pressing problem in the Eurasian region in general. For Russia and other countries of the EEU its development is extremely important. In this regard one more factor plays significant role: the share of transport expenses in the internal regional product is rather high because of the big extent of the territory.

Conducting coordinated transport policy will be the key element of infrastructure development of the EEU, and creation of common market of transport services will be one of its main priorities.

In the long term the essential growth of transit appeal of the EEU countries will be promoted by creation of the United Transport and Logistics Company (UTLC) by the railroads of Belarus, Kazakhstan and Russia. According to the Concept and business plan of the UTLC creation, benefits from infrastructure improvement are: the income

will make 1.6 bln. dollars, and the cumulative contribution to GDP of the EEU countries will be of 11.1 bln. dollars by 2020. Moreover, more than 43 thousand new workplaces will be created, the goods turnover will exceed to 4 mln. containers (Luk'yanovich, 2014).

To solve problems, an Union of Transport Workers of Kazakhstan has been created «KAZLOGISTICS». It is a union of transport and logistics organizations and associations of Kazakhstan, which is the public coordinator of the development of transport logistics, the global transit potential of the Republic of Kazakhstan and the synergy of all modes of transport. To date, 550 companies are active members of the Union.

Indeed, while huge problems are still existing, transport and trade integration in Eurasia and specifically in the Central Eurasian «collapse zone», seems to be a «century project», the most daunting but crucial issue of 21st century for Eurasia.

Conclusion

The Eurasian Economic Union will take many advantages supporting construction of new international transport corridors through the territory of its Member states. Firstly, creating the necessary infrastructure for new railways and roads will spur economic development. Secondly, the countries of the region will be able to collect transit revenues. Thirdly, the creation of new land routes will help Central Asia overcome its continental isolation, making its products more competitive in global markets. Furthermore, transport connectivity in the region will increase the mobility of the population both inside countries and across borders. Finally, the major infrastructure products linking several countries are important for the global economy and can improve difficult political relations between states, as they become stakeholders.

There is a strong need to identify the most beneficial international transport corridors within the Eurasian space as construction and modernization of transport infrastructure are very capital-intensive. The criteria for identifying the priority transit routes in the EEU are the time factor and the positive cumulative integration effect.

Given these criteria, the best potential routes for the EEU are the Northern corridor of the Trans-Asian railway and the Western Europe – Western China motorway as they can be used for transit in two directions: «North-South» and «East-West». On the territory of Central Asia, there are land corridors connecting China with the Persian Gulf states, in particular, with Iran. For example, the construction of a railway along the route of the PRC - Kyrgyzstan - Tajikistan - Afghanistan - Iran. Participating in the development of transport corridors along the territory of Central Asia in the framework of the implementation of the concept of the economic belt of the Silk Road, China is solving several tasks. Priority is given to the development of the western regions of the country through the expansion of exports of their products to the states of Central Asia and the EEU. And by the way, additional international transport routes will be instrumental in realizing the region's transit potential and diversifying cargo flows. The EEU as an organization in the development of the international transport infrastructure is still not coordinating its efforts sufficiently.

The development of cooperation within the framework of the ITC is capable of ensuring the transfer of technologies to the markets of the EEU, as well as guaranteeing energy security and delivery of goods for the EU countries. Therefore, the Eurasian Economic Union can act as a key instrument toward creating an open common transport space and attracting transit from the sea to the overland routes. Today, work is being done to create new and develop existing international transport corridors (MTCs) in all regional integration associations, and in EEU.

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