

Transport corridors of Central Asia as a part of transport security of EAEU

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Transit provides additional revenues to the budgets of all levels, stimulates the development of the transport and service infrastructure, and contributes to the creation of additional jobs. For a vivid example, many European countries, including the Baltic States, Ukraine and Belarus, use their geographical location and transport infrastructure in a very profitable way. For them, the transit is an essential source of income and political leverage [6]. The promotion of transport corridors will give an impetus to the development of highway and railway infrastructure of territories, rich in natural recourse that will facilitate and assist the growth of production and employment [1].

In addition the creation of transport corridors is not only a question of economic development. To a large extent this is a security issue [9]. International experience shows that reliance on a single transport corridor exposes the country, and even the whole region to the danger of becoming dependent on the disposition of the other land towards the country, and more precisely on the goodwill of its political leadership. And this is at best. In the worst case scenario, the country or region can appear in the transport isolation.

The undeniable in these conditions is a huge potential of Central Asia as a bridge between East and West, geographic transit between Europe, the Middle East and East Asia [2]. Central Asia - is the land area, significantly remote from sea routes carrying most of the load in the modern transport infrastructure [8]. In this regard, the construction and improvement of infrastructure for transit corridors of Central Asian states is of paramount importance. And according to some analysts of Kazakhstan the development of the whole region depends on the development of transport infrastructure in Central Asia, as through the development of transport the region can solve the problem of geographical isolation [3].

Expansion and improvement of the transport infrastructure in the Central Asian region has a number of positive aspects for the sustainable development of the region and for attraction non-regional economic partners.

Regardless of the geographic location, socio-political and economic development, all countries of the Central Asian region face general problems [7]. Serious matters are caused by the state of the road transport and infrastructure, which remains demanded element in the logistics network. The region has a low level of quality of the road bed and bridges [4] [5]. The main problem of the development of transit corridors in Central Asia is an issue related to unresolved transboundary issues and complicated political relations between the countries of the region. But the most important issue is that the unresolved transboundary disputes and territorial claims influence the process of laying the transport corridors through the territory of neighboring states. Due to some border conflicts countries seek to lay highways bypassing opponents [2]. This may not always be beneficial and useful both for the country and for the region as a whole. Therefore transport corridors construction process is hampered. In addition this situation can lead to an inevitable increase of the destabilizing factors in ensuring the security of the region and existing corridors.

Thus, the relevance of the topic of this research is due to the need for a comprehensive study of the development of transport corridors in Central Asia, as well as the interests of regional and non-regional powers in their development, as it can have an impact on the balance of international relations. The transport corridors are important for the sustainable development of the countries and EAEU. In this regard, for the countries of Central Asia the construction and operation of transport corridors is of fundamental importance.

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