

Brief information about the project

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| Name of the project | AP19679313 Competitiveness of transit and transport potential of Kazakhstan in the conditions of formation of alternative transport corridors |
| Relevance | The relevance of the study is determined by the following factors: the role of transport and transit routes in world politics has an independent significance comparable to economic development, natural resources, and military potential. The possession of transport and transit routes determines the country's place in the region, and sometimes control over the region. Control over markets and routes of delivery of goods and raw materials is becoming the cause of political confrontation between great and regional powers, as well as various integration associations. |
| Purpose | The aim of the project is an interdisciplinary study of the main factors influencing the preservation and expansion of Kazakhstan's competitiveness of its transit and transport potential, which has turned it into a transit and transport hub of Central Asia and the Eurasian space, a kind of bridge between Europe and Asia. |
| Objectives | <ol style="list-style-type: none">1. to study the new approaches of the Head of State to the role of transport and methodological approaches to the concept of transport infrastructure;2. identify the role of transport infrastructure in the economic and political development of the country;3. to explore the issues of trade policy as a tool for the formation of new opportunities in logistics;4. to reveal the prospects for the functioning of the multimodal transport corridor "Eurasian Transcontinental Corridor" taking into account the new geopolitics;5. to study the key aspects of the organization of cargo transit through the territory of Kazakhstan from Khorgos to the port of Aktau, then along the Caspian Sea to Azerbaijan, and then through Georgia to Turkey and Europe;6. develop new logistics solutions in the organization of transportation and cost reduction in the supply chain;7. to explore innovative solutions in logistics as tools to improve the quality and profitability of logistics in the company;8. to study the specifics of national and international projects for the development of Eurasian transport corridors and the possibility of linking the Nurly Zhol program with the initiatives of the EU TRACECA and Chinese Silk Road Initiative ;9. identify key issues related to the transit and logistics potential of Kazakhstan;10. to study the problems of transport integration within the Eurasian space;11. to assess the geopolitical risks possible in the implementation of various transport and logistics projects |

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| | <p>with the participation of Kazakhstan and new alternative routes without the participation of Kazakhstan.</p> <p>The research results will be reflected in publications and will be aimed at studying the key trends in the development of the logistics services market existing in Kazakhstan and determining further ways to optimize logistics costs and support international cooperation within the framework of logistics and geopolitics.</p> |
| <p>Expected and achieved results</p> | <p>Within the framework of the project, it is expected to obtain results that have both theoretical and methodological and practical significance: the geographical and geo-economic position of Kazakhstan provides significant strategic potential for transit traffic. The total transit potential of the region is estimated to be about 420 million tons at present, some of which will occur in the EAEU countries for transport in third countries. However, in order to handle such huge volumes of cargo, the existing transport infrastructure of the region must be modernized and competitive. Therefore, deeper and broader cooperation of the Eurasian states to create and maintain common transport corridors, rather than competing ones, is becoming increasingly important. In this case, they make a significant economic effect by increasing the availability of remote markets, overcoming the isolation of the intercontinental countries, as well as significantly reducing transport costs, thereby increasing the competitiveness of domestic logistics..</p> <p>As part of the work on the project, it is planned to publish at least 1 (one) article or review in a peer-reviewed scientific publication indexed in the Social Science Citation Index, Arts and Humanities Citation Index and (or) having a CiteScore percentile in the Scopus database of at least 35 (thirty-five) in such as: World Development Perspectives (CiteScore - 2.2, SJR - 0.538, percentile - 72), Journal of Political Power (CiteScore - 1.8, SJR - 0.508, percentile - 67), Journal of World Trade (CiteScore - 1.5, SJR - 0.204, percentile - 66), Politikon (CiteScore – 1.5, SJR - 0.283, percentile - 64);</p> <p>- as well as at least 6 (six) articles and (or) reviews in peer-reviewed foreign and (or) domestic publications recommended by the quality assurance committee.</p> <p>An international scientific and practical conference will also be held with the involvement of leading scientists, specialists and experts on transport, transit and logistics potential. A collection of conference materials will be published following the conference.</p> <p>The work with identified documents and materials from scientific libraries, materials of interviews with leading</p> |

foreign and domestic experts, the results of the analysis will be completed with the publication of a monograph, and the publication of an analytical report is also planned.

2) Obtaining patents in foreign patent offices is not provided.

3) Development of scientific and technical, design documentation - is not provided

4) The results of the project will be popularized among scientists, experts, representatives of foreign policy structures, young researchers through conferences, publications, speeches at various expert platforms, both offline and online. Forecasts and recommendations will be offered for discussion with representatives of state structures of the Republic of Kazakhstan.

5) Within the framework of the project, it is expected to obtain results that have both theoretical and methodological and practical significance.

Theoretical and methodological block:

The following results are expected to be obtained within the framework of the study:

1. the phenomenon of international transport corridors, which is becoming a characteristic feature of modern political and economic development, will be studied;

2. the factors influencing the institutionalization of inter-economic relations of the project participants, entailing the formation of a political space, will be identified;

3. The study will reveal how new opportunities in logistics will contribute to the involvement of the regions of the Republic of Kazakhstan in the global economy and address issues of socio-economic development of the regions and accelerated GDP growth;

4. The study will focus on revealing the prospects of the multimodal transport corridor "Eurasian Transcontinental Corridor" and strengthening the role of Kazakhstan in the EAEU and receiving benefits from the globalization of the world economy and the construction of the Kazakhstan international transport corridor connecting the countries of the Asia-Pacific region and the EU;

5. Field studies will be conducted to optimize transit through the territory of Kazakhstan from Khorgos to the port of Aktau, then through Azerbaijan and Georgia to

Europe and Turkey, as competition for markets and ways of transporting goods and the possibility of opening similar new hubs intensifies;

6. new logistics solutions will be obtained in the organization of transportation and reduction of costs in the supply chain, since the reduction of tariff and customs barriers, simplification of customs procedures will provide easier access to the markets of the participating countries of the transport corridor projects and creates prerequisites for integration;

7. international experience on innovative solutions in logistics as a tool for improving the quality and profitability of logistics in the company will be studied together with colleagues from France;

8. the specifics of national and international projects for the development of Eurasian transport corridors will be studied, since a single market and transport infrastructure is being formed in the world and in the future the importance of control over transport routes will only increase;

9. The key issues of Kazakhstan's transit and logistics potential will be identified in order to delay part of the huge flow of goods between Asia and Europe and prevent the development of the ITC bypassing the territory of Kazakhstan;

10. The processes of transport integration in the Eurasian space will be studied in order to form a single economic space and consolidate integration processes, bearing in mind that integration associations are more easily created where there are prerequisites for the passage of transport corridors.

The scope and target consumers of each of the expected results.

- The results of the proposed project will be important in the development of the theoretical foundations of logistics diplomacy, transport corridors and in the formation of a transport hub in Central Asia;

- the implementation of the project will make it possible to identify risks and threats to the countries of the region in terms of ensuring their economic security;

- the issues of linking logistics routes will allow the business environment of Kazakhstan and Central Asian countries to develop programs taking into account the

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| | <p>possibilities of its implementation, and this will make a huge contribution to ensuring the competitiveness of regional routes;</p> <p>– the implementation of the project would allow the development of regional road maps along transport routes at the level of local self-government bodies;</p> <p>- also, the implementation of the project will be useful for the scientific and academic environment in matters of further developments related to the phenomenon of logistics diplomacy;</p> <p>- the results of the work will be useful for a wide range of scientists dealing with security issues, integration in the region.</p> |
| <p>Research team members with their identifiers (Scopus Author ID, Researcher ID, ORCID, if available) and links to relevant profiles</p> | <p>Duman Zhekenov h-Index: 1, Author ID в Scopus 57193561495, ORCID ID 0000-0001-5292-5070 Augan Malik h-Index: 1, Author ID в Scopus 57195357566, ORCID ID 0000-0002-9383-077X Alipbayev Amangeldy ORCID ID 0000-0003-1473-1552 Yermekbayev Adilbek h-Index: - 4, ResearcherID - AAP-5693-2020, ORCID - 0000-0002-8464-8220, Scopus Author ID - 57209836474 Jakubaeva Saltanat ResearcherID: N-6881-2014, Scopus Author ID- 57190443493, ORCID ID 0000-0002-1641-8984. Mukhametzhan Akbota ORCID ID 0000-0001-9734-1407</p> |
| <p>List of publications with links to them</p> | <ol style="list-style-type: none"> 1. Reforming Trade Unions in The Republic of Kazakhstan // Res Militaris, 2022, 12(2), pp. 181–191 2. The 'Nurly Zhol' and the 'One Belt, One Road' projects: Juxtaposition of an idea // The challenge of change for the legal and political systems of Eurasia: Eurasiathe impact of the new silk road, 2020, pp. 133–142 3. Future energy security for Kazakhstan: A case study of Brazil // International Journal of Engineering Research and Technology, 2020, 13(11), pp. 3718–3731 4. The 'Nurly Zhol' and the 'One Belt, One Road' projects: Juxtaposition of an idea // The challenge of change for the legal and political systems of Eurasia: The impact of the new silk road, 2020, pp. 131–140 5. One Belt, One Road: What does it entail for Central Asia? // Cross-Border Exchanges: Eurasian perspectives on logistics and diplomacy, 2019, pp. 83–92 6. Everyday life residents of almaty region and city dwellers in the Soviet Union from 1920 to the 1930s (State of Health Care) // Journal of Intellectual Disability - Diagnosis and Treatment, 2018, 6(3), pp. 77–83 7. Kazakhstan and China: The problem of transboundary rivers // Central Asia and the Caucasus, 2018, 19(3), pp. 63–72 |

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В публикациях рекомендованных комитетом:

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