

ҚАЗАҚСТАН РЕСПУБЛИКАСЫ ҒЫЛЫМ ЖӘНЕ ЖОҒАРЫ БІЛІМ МИНИСТРЛІГІ

«Л.Н. ГУМИЛЕВ АТЫНДАҒЫ ЕУРАЗИЯ ҰЛТТЫҚ УНИВЕРСИТЕТІ» КЕАҚ

**Студенттер мен жас ғалымдардың
«GYLYM JÁNE BILIM - 2024»
XIX Халықаралық ғылыми конференциясының
БАЯНДАМАЛАР ЖИНАҒЫ**

**СБОРНИК МАТЕРИАЛОВ
XIX Международной научной конференции
студентов и молодых ученых
«GYLYM JÁNE BILIM - 2024»**

**PROCEEDINGS
of the XIX International Scientific Conference
for students and young scholars
«GYLYM JÁNE BILIM - 2024»**

**2024
Астана**

УДК 001

ББК 72

G99

«GYLYM JÁNE BILIM – 2024» студенттер мен жас ғалымдардың XIX Халықаралық ғылыми конференциясы = XIX Международная научная конференция студентов и молодых ученых «GYLYM JÁNE BILIM – 2024» = The XIX International Scientific Conference for students and young scholars «GYLYM JÁNE BILIM – 2024». – Астана: – 7478 б. - қазақша, орысша, ағылшынша.

ISBN 978-601-7697-07-5

Жинаққа студенттердің, магистранттардың, докторанттардың және жас ғалымдардың жаратылыстану-техникалық және гуманитарлық ғылымдардың өзекті мәселелері бойынша баяндамалары енгізілген.

The proceedings are the papers of students, undergraduates, doctoral students and young researchers on topical issues of natural and technical sciences and humanities.

В сборник вошли доклады студентов, магистрантов, докторантов и молодых ученых по актуальным вопросам естественно-технических и гуманитарных наук.

УДК 001

ББК 72

G99

ISBN 978-601-7697-07-5

**©Л.Н. Гумилев атындағы Еуразия
ұлттық университеті, 2024**

3. <https://www.theguardian.com/world/2016/jan/14/jakarta-bombings-multiple-casualties-after-indonesian-capital-hit-by-suicide-attacks>
4. <https://ctc.westpoint.edu/surabaya-bombings-evolution-jihadi-threat-indonesia>
5. Institute for Policy Analysis of Conflict. “Jamaah Ansharud Daulah (JAD): almost dormant.” the decline of isis in indonesia and the emergence of new cells, Institute for Policy Analysis of Conflict, 2021, pp. 5–7. JSTOR, <http://www.jstor.org/stable/resrep28849.5>. Accessed 16 Nov. 2023.
6. Report of the Inquiry into the Australian Intelligence Agencies, 2004, p. 36
7. Abuza, 2003b; International Crisis Group, 2002a

UDC 338.23

TURKEY'S TRANSPORT AND LOGISTICS INFRASTRUCTURE AND ITS CONNECTION WITH CENTRAL ASIA

Satvaldinova Gulnaz

gulnazsatvaldinova@mail.ru

Student of the faculty of international relations,

L.N. Gumilyov Eurasian National University

Supervisor – A. Zholdasbekova

This article examines the development of Turkey's transport and logistics infrastructure and its connection with Central Asia has significant potential for economic growth, regional integration and the maintenance of peaceful and stable relations between the countries. Various examples of transit routes are given, and their impact on Turkey's interaction with other countries is described.

Key words: *logistic, infrastructure, Turkey, Central Asia, transport corridor.*

The Republic of Turkey is distinguished by an important geopolitical position, namely that Turkey is a bridge between Europe and Asia, thereby being a key transport hub providing a link between East and West, as well as between North and South.

Turkish ports on the Mediterranean and Black Seas play a significant role in international trade, providing access to sea routes. In addition, the country has a developed network of road, rail and air transport routes that facilitate the movement of goods and people between continents. Due to its strategic location, Turkey continues to play a major role in the modern global economy.

Turkey is actively developing its logistics industry in order to improve its competitiveness as a transit point and create new opportunities for cooperation with other countries.

Transport and logistics infrastructure plays a key role in facilitating trade and economic ties with Central Asia. The importance of this infrastructure is to ensure the availability of goods and services between the countries of Central Asia and other regions. The efficiency of transport routes helps to reduce the time and cost of cargo delivery, contributing to an increase in trade volumes. At the same time, improving competitiveness with the help of Modern transport and logistics infrastructure increases the importance of Central Asian countries in the global market. It promotes the development of export-import operations, facilitates access to new markets and increases the inflow of investments. Consequently, the transport and logistics infrastructure contributes to strengthening economic ties between the countries of Central Asia and their neighbors. This opens up new opportunities for the development of international cooperation, exchange of experience and technology transfer.

Moreover, the development of transport and logistics infrastructure contributes to stimulating economic growth in the Central Asian region. This is necessary in order to create new jobs, increase production efficiency and improve the quality of life of the population.

Turkey has an extensive network of highways that connects various regions of the country. These roads are also part of the international transport routes linking Turkey with Central Asia. Due to Turkey's convenient location at the intersection of important transport routes, road transport networks play a key role in ensuring efficient transportation of goods and passengers.

The country has a well-developed bus system. The vast majority of buses are modern, clean, equipped with air conditioning and toilets. It is worth noting that buses are faster and more efficient than railway networks for short and medium distances.

There are more than 320 bus companies in Turkey and the ticket purchase system is quite simple. In each city, buses depart from the central bus station, which offers a high level of comfort and service comparable to the best international terminals. Moreover, large bus companies provide free transportation of passengers on their vehicles to the central bus station from their offices or certain places in the city. Also, affordable, reliable and comfortable intercity buses are popular, which have become the most preferred method of transportation.

The basis of the entire railway system is the Anatolian-Baghdad Railway, built by the Germans, with a length of more than 2 thousand km, which connects the cities of Haidarpa and Nusaibina. Many other roads and connecting branches depart from it, built both during the Ottoman Empire and during the Republican period.

The development of railway routes and high-speed trains contributes to the improvement of transport links between Turkey and all neighboring countries, which allows it to conduct international passenger and cargo transportation. It is connected to Greece and Bulgaria in the west, Uzbekistan and Iran in the east, and Iraq and Syria in the southeast.

In addition, Turkey has major international airports and seaports, which play an important role in providing communication with other countries. Currently, passenger air traffic in Turkey is well developed, but until 1987, Turk Hava Yollary was the only airline in the country, it also carried passengers on both domestic and foreign airlines. Gradually, several private airlines began to appear in Turkey, carrying out the transportation of air passengers on local lines over short distances by small aircraft. Turkish Airlines is also currently a popular airline.

Istanbul Ataturk Airport is Turkey's main international airport. This Turkish air hub serves from 70 to 100 thousand passengers daily. Sabiha Gokcen Airport is also considered one of the largest airports in the country, it serves mainly domestic, budget and charter flights. Also, the major airports are those located in Ankara and Izmir, and the main flow of tourists goes through the airports of Antalya, Bodrum and Dalaman. The main ports, airports and logistics hubs of Turkey.

As for the projects to connect with Central Asia, an important transport corridor is the Baku-Tbilisi-Kars railway, which was opened in 2017 in order to provide direct rail links between the Caspian and Black Seas.

The importance of this route is that it reduces the time and cost of transporting goods between regions, contributing to the development of trade and economic cooperation. The railway route also provides an opportunity to transport goods from Central Asia through Turkey to Europe and vice versa, which helps to strengthen transport links between the regions

Another important transport project linking Turkey with Central Asia is the Trans-Caspian International Transport Route. This route is a network of railways, highways, ports and terminals, providing transit of cargo transportation through the Caspian Sea. The Trans-Caspian route helps to facilitate access to Central Asia from Turkey and other regions, thereby contributing to the development of international trade and economic cooperation.

Both of these transport projects are of strategic importance for strengthening ties between Turkey and Central Asia, contributing to the development of transit business and providing efficient transport routes for the movement of goods between the regions. Infrastructure development and cooperation in the field of transport play an important role in strengthening economic ties and stimulating the growth of regional trade.

Taking into account the above, we can say that during the independence of the Central Asian republics, it brought a new aspect to Turkey's foreign policy. Since common linguistic, historical and cultural ties with these countries strengthen and contribute to the rapid development of cooperation based on mutual benefits in various fields.

Turkey's policy towards Central Asia is to support the independence and stability of politically and economically developing States that promote cooperation both among themselves and with neighboring countries, integration into the international community and the protection of democratic values. Thanks to this policy, Turkey has become a key partner for the countries of the region, strengthening mutually beneficial cooperation and developing partnerships based on common interests.

Thus, Turkey's transport and logistics infrastructure plays a key role in connecting with Central Asia, ensuring efficient movement of goods and passengers between the regions. Due to Turkey's strategic location at the crossroads of Europe and Asia, as well as the active development of transport routes and ports, there is a huge potential for increasing trade and investment between Turkey and the countries of Central Asia.

Opportunities for cooperation in the fields of transport, logistics, energy and other sectors create a favorable platform for expanding economic ties and strengthening mutually beneficial cooperation. The partnership between Turkey and the countries of Central Asia has great potential for further development and strengthening of a peaceful and prosperous region.

Literature

1. Pritchins S. A., The place of Central Asia and the Caspian region in Turkey's energy and transport strategy. - *Geoeconomics of energy*. No. 3, 2022. pp. 21-36.
2. *Railway transport: Encyclopedia* / Chief editor N. S. Konarev. — M.: Great Russian Encyclopedia, 1994. — 559 p.
3. Official website of the Ministry of Foreign Affairs of the Republic of Turkey <https://www.mfa.gov.tr/turkiye-s-relations-with-central-asian-republics.ru.mfa>
4. Avanesyan M.G., Davtyan V.S., Geo-economic strategy of Turkey's logistics policy in the Eastern Mediterranean No. 3, 2022. p. 57
5. Khitakhunov A., Trade between Turkey and Central Asia, Eurasian Research Institute <https://www.eurasian-research.org/publication/trade-between-turkey-and-central-asia/?lang=ru>
6. Asst. Prof. Dr. Assel Tutumlu, Turkey-Central Asia relations: a strategic overview, 2020. p.40
7. Лукьянов Г., Кулиева Н., Миронов А., Политика Турции в ЦА: обоснованы ли амбиции?. 2022 <https://russiancouncil.ru/analytics-and-comments/analytics/politika-turtsii-v-tsa-obosnovany-li-ambitsii/>

UDC 327.82

WATER DIPLOMACY: ADDRESSING TRANSBOUNDARY RIVER ISSUES BETWEEN KAZAKHSTAN AND CHINA

Temirbekov Zhakiya

zhakiyatemirbek@gmail.com

student of the Faculty of International Relations

L.N. Gumilyov Eurasian National University, Astana, Kazakhstan

Supervisor - D.Niyazbekova

In the arid landscapes of the Sino-Kazakh trans-boundary river basins, where water scarcity is a stark reality, the management of 24 shared rivers between China and Kazakhstan presents a formidable challenge. These rivers follow a clear upstream-downstream pattern, with their mainstreams converging