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NAS RK is pleased to announce that Bulletin of NAS RK scientific journal has been accepted for indexing in the Emerging Sources Citation Index, a new edition of Web of Science. Content in this index is under consideration by Clarivate Analytics to be accepted in the Science Citation Index Expanded, the Social Sciences Citation Index, and the Arts & Humanities Citation Index. The quality and depth of content Web of Science offers to researchers, authors, publishers, and institutions sets it apart from other research databases. The inclusion of Bulletin of NAS RK in the Emerging Sources Citation Index demonstrates our dedication to providing the most relevant and influential multidiscipline content to our community.

Қазақстан Республикасы Ұлттық ғылым академиясы "ҚР ҰҒА Хабаршысы" ғылыми журналының Web of Science-тің жаңаланған нұсқасы Emerging Sources Citation Index-те индекстелуге қабылданғанын хабарлайды. Бұл индекстелу барысында Clarivate Analytics компаниясы журналды одан әрі the Science Citation Index Expanded, the Social Sciences Citation Index және the Arts & Humanities Citation Index-ке қабылдау мәселесін қарастыруда. Web of Science зерттеушілер, авторлар, баспашылар мен мекемелерге контент тереңдігі мен сапасын ұсынады. ҚР ҰҒА Хабаршысының Emerging Sources Citation Index-ке енуі біздің қоғамдастық үшін ең өзекті және беделді мультидисциплинарлы контентке адалдығымызды білдіреді.

НАН РК сообщает, что научный журнал «Вестник НАН РК» был принят для индексирования в Emerging Sources Citation Index, обновленной версии Web of Science. Содержание в этом индексировании находится в стадии рассмотрения компанией Clarivate Analytics для дальнейшего принятия журнала в the Science Citation Index Expanded, the Social Sciences Citation Index и the Arts & Humanities Citation Index. Web of Science предлагает качество и глубину контента для исследователей, авторов, издателей и учреждений. Включение Вестника НАН РК в Emerging Sources Citation Index демонстрирует нашу приверженность к наиболее актуальному и влиятельному мультидисциплинарному контенту для нашего сообщества.

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THE GEOPOLITICAL POSITION OF THE TURKIC WORLD AND THE GEOGRAPHY OF TRANSPORT AND ECONOMIC RELATIONSHIPS

Abstract. Notwithstanding the fact that our planet is characterized by scientific, technical, political and economic achievements from the beginning of the XXI century, there is still problems in development, socio-economic backwardness, and problems in the management and determination of borders between countries. The Turkic states, which recently gained independence, are trying to determine their geopolitical position in the political arena of the world, which is mainly associated with the development of their transport and economic relationships. The favorable geostrategic position of the Turkic world countries, their location at the crossing of various transport corridors accelerated their integration into the world economic system. Therefore, the valuation of the capabilities of the Turkic states in the modern world is of great relevance.

This paper uses historical, statistical, comparative, analysis method, systematic and other methods. Using these methods was carried out a geographical analysis of the geopolitical situation and the transport and economic relations of the Turkic world. Economic development, mutual cooperation, positive demographic dynamics and other processes in the modern world are among the interests of the Turkic world. Because the geopolitical situation in the Turkic world and its ability to influence international political situation serve the interests of the region as a whole.

Key words: turkic world, transport, geopolitics, TRACECA, TANAP, TAP, INSTC.

The geopolitical position of the turkic world. The geopolitical ideology of the Turkic world is rooted more in Eurasianism from a spatial point of view. Simultaneously, being an integral part of the Atlantic region is an important ideological strategy. The Turkic world provides for integration into the political, economic and cultural systems of Europe and Asia. These national-state entities include Tatarstan, Bashkortostan, Chuvashia, Karachay-Cherkessia, Kabardino-Balkaria, Yakutia, Altai, Tuva and Khakassia in Russia, Xinjiang Uygur Autonomous Region in China and others.

The Turkic world currently have border with 14 states. Economic relations of the Turkic world countries with each other, with neighboring states and with most countries of the world are on the rise. The ability of Azerbaijan, Turkmenistan and Kazakhstan to access to the World Ocean through the Caspian Sea, Black Sea and Volga-Don Canal can show great perspective for the region and the Turkic world as a whole [2].

The Turkic world is a territory with rich natural resources. That is why the geopolitical forces of the region are constantly struggling for this region. According to the thoughts of the famous American geopolitician Zbigniew Brzezinski, the strategic position of Kazakhstan, Turkmenistan and Azerbaijan is of particular importance in terms of providing cheap and high-quality energy resources to the three fastest economical growing regions of the world: North America, Europe and East Asia [3].

In general, oil and gas reserves discovered in the Turkic world are estimated at 4.2 billion tons and 11.7 trillion. m³, which is respectively 2.4% of world oil reserves and 6.2% of gas reserves (table 1).

Key oil and gas countries of the region are Azerbaijan, Kazakhstan, Uzbekistan and Turkmenistan. These countries began to export their natural resources to the European market since the 1990. During this period, a number of energy projects were realized.

Table 1 - Indicators of the oil and gas industry of the Turkic world countries, 2018

Country	Oil reserves, million barrels	Oil production, barrels / day	Natural gas reserves, billion m3	Natural gas production, mln. m3
Azerbaijan	7 000	833 538	991	16 700
Kazakhstan	30 000	1 595 199	2 407	20 200
Kyrgyzstan	40	1 000	5.66	10
Uzbekistan	594	52 913	1 841	61 740
Turkey	300	49 497	5.10	632
Turkmenistan	600	230 779	7 504	83 700

Source: CIA World Fact Book

The realization of a number of major transport projects is important for the involvement of Central Asia in regional economic integration. The main goal of these projects are to ensure the delivery of rich oil and gas reserves from Central Asia to Europe and reduce the dependence of European energy security on Russia. The first of these major projects was TRACECA.

Transport and economic relations of the turkish world. The formation of political, economic and cultural relationships between Turkic countries in the modern time, in addition to socio-economic factors, is also determined by the possession of a favorable transport and geographical position of the countries. Since transport covers almost all areas of the economy and is one of the key areas in the formation of the economic infrastructure, it is a way of ensuring the normal functioning of the country. Transport participates in industrial and agricultural complexes of various regions of the countries with favorable natural and economic conditions, transportates products from production to consumption [6].

Azerbaijan. The favorable geographical position of Azerbaijan has historically caused to the development of all types of transport here. At present, Azerbaijan, which has a modern transport infrastructure, is using its transit potential to develop the country's economy. The modern Azerbaijan transport complex consists of automobile, railway, air, water and pipeline transport.

Azerbaijan is taking certain steps to develop international cargo and passenger transportation in the East-West and North-South directions through its territory, which are important parts of the transport and trade routes of Eurasia.

The development of the transport sector has become one of the main challenges facing the country since independence. After the development and modernization of the transport complex, Azerbaijan began to intensively use its transport and transit potential. For instance, transport corridors like Baku-Tbilisi-Kars and North-South, which cross the country. Such transcontinental transport corridors have a positive effect not only on the transit potential of countries, but also on their socio-economic development, geopolitical status and overall economic development.

Turkey. Central Asia, South Caucasus and Anatolia are regions with a rich cultural, religious and commercial heritage for Turkic and Islamic world. The Great Silk Road, which is very important for world trade relations, connects Central Asia, the South Caucasus and Anatolia (Turkey) commercially and culturally.

Turkey controls the strategically important sea straits of the Dardanelles and the Bosphorus, which is one of the key features of its transport-geographical position. Due to this advantageous geographical position, the railways and highways connecting Europe with the countries of Asia pass through Turkey.

With well-developed manufacturing industry, Turkey has good trade relations with foreign countries. Albeit, sea transport of Turkey has a higher portion in trade relations, other modes of transport are also developing speedily. Road transport plays an important role in the Turkish economy, which is actively involved in the TRACECA project.

At the present time, the Baku-Tbilisi-Ceyhan oil pipeline, the TANAP gas pipeline, the Baku-Tbilisi-Erzurum gas pipeline and the Baku-Tbilisi-Kars railway corridor pass through Turkey for transporting oil and gas through the Caucasus and Central Asia to Europe. Turkey, in turn, aims to promote the development of its energy, transport and other sectors by participating in such transport projects. With the support of Azerbaijan, reliable steps are being taken to achieve these goals. For example, the port of Petkim and the START oil refinery plant were built in Izmir. In the future, the Azerbaijani side also intends to realize a number of energy projects in Turkey.

Kazakhstan. Kazakhstan plays a special role in creating a global transcontinental transport corridors in the Central Asian region. The fact that this country has a special geographical position makes it an important area for integration of the Turkic world countries, as well as for the integration of Europe and Asia. Several largest and important transport corridor pass through Kazakhstan.

One of the key priorities for this country is the realization of the country's transit potential and providing transport access to the global market. To achieve these goals, Kazakhstan has performed a number of transport and energy projects not only on its territory, but also abroad. The Kazakhstan-China joint logistics terminal in the Chinese port of Lianyungang on the Pacific coast, the “Khorogos-East Gates” free economic zone on the border with China and others can give for examples for such projects. The choice of the port of Lyanyungan as the starting point of the transport route “Western Europe - Western China” and passing through the “Khorogos-East Gates” free economic zone also reflects Kazakhstan’s focused policy in this area [15].

In the future, the time of transportation of goods to China will be reduced by the connecting of Baku-Tbilisi-Kars railway corridor to the Aktau-Aktogay railway line and to the Trans-Kazakhstan Railway project. So, if this project is realized, the existing Istanbul-Kars-Tbilisi-Baku-Altai-Dostik route will be reduced to 800 km and will be 6,297 km of length. In addition, with the construction of the Jetigen-Khorogos road on the border with China in southeastern Kazakhstan, this route will be reduced by an additional 293 km.

Turkmenistan. Unlike the four other countries of Central Asia, Turkmenistan was formally involved in the TRACECA project. But starting in 2009, this country has been trying to strengthen its position in the region, turning its rich energy resources into real geopolitics. As a result, today Turkmenistan shows great interest in the TRACECA project.

Within TRACECA, three main routes with a total length of 3,000 km pass through the territory of Turkmenistan: 1) Turkmenbashi-Ashgabat-Uzbekistan; 2) Marie-Sardadabad; 3) the route along the border with Uzbekistan.

Turkmenistan shows great interest in the Baku-Tbilisi-Kars (BTK) railway corridor. At a recent meeting between the presidents of Azerbaijan and Turkmenistan in Ashgabat, an agreement was reached on the implementation of the Lyapis-Lazuli transcontinental railway. This route will be of great importance for the transportation of NATO military equipment from Afghanistan to the west.

Uzbekistan. Uzbekistan occupies a special geopolitical and geoeconomic position among the countries of the Turkic world in Central Asia. The presence of the border with Afghanistan, rich natural resources and great prospects for economic development are clear evidence of this.

Within TRACECA, 4000 km of railway lines pass through the territory of tUzbekistan, of which 762 km are double-track railway, and 618 km are fully electrified [15].

Uzbekistan is considered one of the most important countries in solving the problems of the USA and NATO in Afghanistan. This country will continue to use its transit value to ensure stability in Afghanistan and create a security buffer there.

Kyrgyzstan. Kyrgyzstan supports the reconstruction of the Kungrad-Beineu-Aktau road and the construction of the Andijan-Kashgan railway through the country as part of the TRACECA project. The Kungrad-Beineu-Aktau railway is an important route from Central Asia to Europe. The construction of the Tashkent-Dushanbe and Termez-Dushanbe transcontinental highways will provide Kyrgyzstan, Turkmenistan and Tajikistan with access to eastern Eurasia - China and Japan, as well as to South Asia and India.

Transport corridors uniting the turkish world. The countries of the Turkic world have always played the role of a bridge between Europe and Asia for the main trade routes. Starting from the historical Silk Road, these routes have expanded and modernized in recent years (new ones have been added). However, most of the trade operations between Europe and Asia is still realizing over maritime transport. Central Asian countries are interested in creating new transcontinental transport networks that can compete with maritime transport. This interest can be justified by the accession of the countries of the region to the TRACECA project, as well as the intention to deliver their goods to Europe via the Baku-Tbilisi-Kars railway corridor, as well as to support the North-South transport corridor.

TRACECA was established in May 1993 in Brussels, upon the signing of an agreement between the EU member states, the Caucasus and Central Asian countries. This transport corridor is of exceptional importance for the interaction of Turkic countries (figure 1).



Source: <http://www.traceca-org.org>
Figure 1 - International transport corridors

TRACECA transport and communication lines run from China through the Central Asian-Persian Gulf to the Mediterranean Sea (about 6.5 thousand km long). The countries participating in the program cover 2/3 of the planet, that is 48.7 million km². Under this program, \$ 250 million was initially allocated to improve the transport systems of the participating countries, including the restoration of railways and roads [7].

Two Turkic states - Turkmenistan and Azerbaijan are actively involved in the realization of the **Lapis Lazuli** railway corridor, which will be a continuation of the TRACECA. This road will begin in Afghanistan and connect with the Baku-Tbilisi-Kars railway. This multimodal transit line, which is very significant for the Turkic world, will connect Afghanistan, Turkmenistan, Azerbaijan, Georgia and Turkey.

On this route, Turkmenistan, like Afghanistan, will be able to export up to 80% of its products to world markets. The total length from Agina, Afghanistan to Istanbul, will be 3280 km, and the transportation time will be 7-8 days, and from Torgundi, Afghanistan to Istanbul - 3050 km and 6-7 days [11].

Trans-Anatolian Gas Pipeline (TANAP). On June 26, 2012, Azerbaijan and Turkey signed an agreement on the TANAP project, and on June 12, 2018, a gas pipeline project was launched. The project expanded the infrastructure of the South Caucasus gas pipeline, which connects Azerbaijan and Georgia with a total length of more than 3,500 km. The project cost is \$ 8 billion [13].

The TANAP gas pipeline, which transports natural gas, is of great importance for the economies of Turkic countries, as well as for the energy security of Europe. This factor once again emphasizes that the TANAP project will play an exceptional role in the formation of the East-West energy corridor.

Transadriatic Pipeline (TAP). In 2013, the TAP project was selected as the main route for the export of energy between Azerbaijan and Turkey. The total length of the gas pipeline is 878 km [14]. The TAP pipeline will be connected to the TANAP pipeline on the Turkish-Greek border. This route provides for the direct transportation of natural gas produced in Azerbaijan to Western Europe.

TAP, which will supply natural gas to Southeast Europe, will expand the supply of natural gas from the Turkic countries of the Caspian region to other major gas consumers in Europe - Germany, France, Great Britain, Switzerland and Austria.

Baku-Tbilisi-Kars Railway. The opening of the Baku-Tbilisi-Kars railway took place on October 30, 2017. The total length of the road is 825 km. Of these, 503 km pass through the territory of Azerbaijan, 244.5 km through Georgia and 77.5 km through Turkey [5].

At the same time, with the commissioning of the railway, the duration of freight from China to European countries such as England, France and Germany will be reduced from 45-62 to 12-15 days. This will reduce temporary losses and allow timely and quick delivery of goods [4].

One of the main advantages of the Baku-Tbilisi-Kars railway project for Azerbaijan is the exit of the Nakhchivan Autonomous Republic from the blockade. Thus, as a result of the aggression of Armenia against Azerbaijan, the land transport links connecting Baku with Nakhchivan were closed, and the Nakhchivan-Julfa-Baku railway was excluded from regional and transit traffic. In this regard, as a continuation of the Baku-Tbilisi-Kars railway project, the construction of a separate railway line from Kars to Nakhchivan is on the agenda. Thus, the problem of transport independence of the Autonomous Republic will be fully ensured [8].

North-South International Transport Corridor (INSTC). The agreement on the creation of the North-South transport corridor between Russia, Iran and India was signed on September 12, 2000 in St. Petersburg. In total, 13 countries joined the project: Azerbaijan, Belarus, Bulgaria, Kazakhstan, Kyrgyzstan, Tajikistan, Turkey, Ukraine, Armenia, India, the Islamic Republic of Iran, the Russian Federation and the Sultanate of Oman.

The main advantages of the North-South transport corridor are: increasing the efficiency of international transport links in transit freight and passenger traffic; create conditions for the entry of rail, road, sea, river and air traffic between member countries on the international market; increase in transit traffic; implementation of an agreed and adopted transport policy.

The transit and transport potential of the seas of the Turkic world. The transport and transit potential of the seas of the Turkic world has an ancient history. Because in ancient times, the seas had both strategic and economic significance for the Turkic-speaking countries. The geographical position of these countries has always played a key role in establishing geopolitical relations with countries around the world, as well as in the economic development of states.

The seas of the Turkic world include the Black Sea, the Caspian Sea and the Mediterranean Sea, where marine economy is also widely used. The transit and transport potential of Turkic-speaking countries through these seas is very high and this is mainly done through sea ports like Istanbul, Baku (Alat), Kuryk, Izmir, Turkmenbashi and etc.

The Caspian Sea provides shorter freight transport traffic from Asian countries to Europe, which directly affects the economic development of Azerbaijan, Kazakhstan and Turkmenistan. The coastline of Azerbaijan on the Caspian Sea is 825 km, Turkmenistan 1,035 km and Kazakhstan 1,422 km. The Caspian countries can access to the world's oceans via the following route - the Caspian Sea - the Volga River - the Volga-Don Canal - the Don River - the Sea of Azov [12].

The port of Baku, which is the starting point of all sea routes in Azerbaijan, is not only the oldest port, but also the largest port on the Caspian Sea. Baku port has been put into operation since 1902. In 2018, the opening ceremony of the new Baku port was held in Alat. The port has a carrying capacity of 15 million tons [10].

The ports of Aktau, Bautino and Kuryk are located on the Kazakhstan coast of the Caspian Sea. Among these ports, Aktau port, is of great importance for the transport of international goods. Currently, the annual capacity of this port is 1.5 million tons of dry cargo and 800 million tons of oil [1].

The main ports of Turkmenistan are Turkmenbashi, Hazar, Aladzha and Ekerem. Turkmenbashi, Turkmenistan's largest seaport, includes ferry, passenger and cargo terminals. The total capacity of the port excluding oil products is 17 million tons. The port has a shipbuilding and ship repair plant [9].

The length of the **Black Sea** coast of Turkey reaches 1700 km, which is about 34.9% of the total Black Sea coast. Thus, Turkey controls the entire southern part of the Black Sea coast. In this area, there are such ports as Istanbul, Trabzon, Samsun, Filyos, Hopa and others.

The Bosphorus and Dardanelles are used for transportation and trade between the Black Sea and the Mediterranean, having international transport and commercial importance. About 27 tankers and 136 vessels pass through these straits during the day. The traffic intensity on the Bosphorus and Dardanelles is 4 times higher than that of the Panama Canal, and 3 times higher than that of the Suez Canal. Depending on the category of ships crossing the Dardanelles, the fee is about \$ 1,000. This once again proves that the Black Sea has great geopolitical and economic importance for Turkey.

The coastline of Turkey in the **Mediterranean Sea** is 1,500 km. These coastlines of Turkey are intensively used for tourism purposes and each year brings a large income to the country's budget. Turkey's largest port in the Mediterranean are İskenderun, Antalya, Mersin, Ceyhan and etc.

Conclusion.

1. The main role in increasing the geostrategic, geopolitical and geoeconomic importance of the countries of the Turkic world is played by transport corridors of international importance, such as TRACECA, INSTC, INOGATE, TANAP, TAP, which combine the activities of these countries. Over the past 10 years, the growth of passenger and freight traffic in the countries of the Turkic world through these transport corridors has increased by more than 2-3 times.

2. International transport and communication networks accelerated the integration of the countries of the Turkic world into the European economic system and expanded their foreign trade turnover. This led to the rapid development of the economies of these countries, as well as to an additional influx of foreign investment there. For example, over the past 10 years, cargo operations only through international transport corridors have led to an increase in the share of the transport sector of the Turkic countries in GDP to 3%.

3. These corridors connecting the countries of the Turkic world have led to a reduction in economic risks, the strengthening of the Neighborhood Policy and the further intensification of the geostrategic partnership. The Baku-Tbilisi-Kars railway initially plans to transport 1 million passengers and 6.5 million tons of cargo per year, but in 2030 it is expected that these figures will reach 2 million passengers and 15 million tons of cargo. During the fight against the Covid-19 pandemic, in addition to the existing freight traffic on the Baku-Tbilisi-Kars railway, work is underway to transport 3,500 tons of cargo per day.

4. 2.4% of world oil reserves and 6.2% of gas reserves are concentrated in the Turkic world countries. These countries have been using the Baku-Tbilisi-Ceyhan oil pipeline since 1994, the Baku-Tbilisi-Erzurum gas pipeline since 2005, and the TANAP gas pipeline since 2018 to export their hydrocarbon resources to European markets. Joining such global transport and energy projects stimulated the discovery of new oil and gas fields in these countries and their export to the European market.

5. The countries of the Turkic world, which are not fully industrialized, have achieved high income, performing the functions of transit corridors in these transport corridors, and have also achieved geopolitical and geo-economic stability. In Azerbaijan alone, the total profit of the transport sector in 2018 amounted to 2,395 million US dollars, most of which (46.6%) accounted for only pipeline transport.

6. The countries of the Turkic world, occupying 1/6 of the world, also have a positive impact on the economies of neighboring countries bordering them. It is also seen as a positive development in terms of job creation and sustainable development of the region. The level of migration among the population decreased, and citizens who migrated to other countries to work returned to their countries.

7. An example of a "leadership model" is proposed on the example of Turkey and Azerbaijan among the countries of the Turkic world. Bilateral political and economic relations between Turkey and Azerbaijan are rapidly developing in the direction of "strategic partnership" and are important not only for the integration of both countries, but also for the geopolitical space of the Turkic world as a whole.

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**ТҮРКІ ӘЛЕМІНІҢ ГЕОСАЯСИ ЖАҒДАЙЫ ЖӘНЕ
КӨЛІК-ЭКОНОМИКАЛЫҚ ҚАТЫНАСТАР ГЕОГРАФИЯСЫ**

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**ГЕОПОЛИТИЧЕСКОЕ ПОЛОЖЕНИЕ ТЮРКСКОГО МИРА
И ГЕОГРАФИЯ ТРАНСПОРТНО-ЭКОНОМИЧЕСКИХ ОТНОШЕНИЙ**

Аннотация. Несмотря на то, что наша планета характеризуется научно-техническими, политическими и экономическими достижениями с начала XXI века, все еще существуют проблемы в развитии: социально-экономическая отсталость, проблемы в управлении и определении границ между странами. Тюркские

государства, недавно обретшие независимость, пытаются определить свое геополитическое положение на политической арене мира, что в основном связано с развитием их транспортных и экономических связей. Благоприятное геостратегическое положение стран Тюркского мира, их расположение на пересечении различных транспортных коридоров ускорили их интеграцию в мировую экономическую систему. Поэтому оценка возможностей тюркских государств в современном мире имеет большое значение.

В данной работе используются исторический, статистический, сравнительный, аналитический, системный и другие методы. С помощью этих методов был проведен географический анализ геополитической ситуации и транспортно-экономических связей тюркского мира. Экономическое развитие, взаимное сотрудничество, позитивная демографическая динамика и другие процессы в современном мире входят в число интересов тюркского мира. Потому что геополитическая ситуация в тюркском мире и его способность влиять на международную политическую ситуацию служат интересам региона в целом.

Ключевые слова: тюркский мир, транспорт, геополитика, TRACECA, TANAP, TAP, INSTC, INOGATE.

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