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DEVELOPMENT OF LOGISTICS POTENTIAL AS A PRIORITY OF KAZAKHSTAN'S FOREIGN POLICY

Tabidullina Zhasmin

tabidullina@mail.ru

Master's student of the Faculty of International Relations of the
L.N. Gumilyov Eurasian National University, Astana, Kazakhstan
Supervisor – S.M. Nurdavletova

Kazakhstan, situated at the crossroads of Europe and Asia, possesses immense strategic importance due to its geographical location and abundant natural resources. In recent years, the country has recognized the pivotal role of logistics in driving economic growth and enhancing its position on the global stage. As a result, Kazakhstan has prioritized the development of its logistics potential as a key component of its foreign policy. Logistics serves as the backbone of international trade and connectivity, facilitating the movement of goods, services, and people across borders. For Kazakhstan, a nation aspiring to become a regional logistics hub, leveraging its geographical advantage is paramount. By enhancing its logistics infrastructure and capabilities, Kazakhstan aims to strengthen its economic ties with neighboring countries and beyond. Moreover, efficient logistics networks contribute to fostering political stability, regional cooperation, and integration, aligning with Kazakhstan's broader foreign policy objectives. This article delves into the significance of logistics in Kazakhstan's foreign policy agenda and explores the initiatives undertaken to unlock its full potential.

Central to Kazakhstan's efforts in enhancing its transport system is the development of robust infrastructure. The country has invested substantially in building and upgrading its road, rail, air, and sea transport networks. Projects like the Western Europe-Western China corridor, the Trans-Caspian International Transport Route, and the Khorgos-Eastern Gate Special Economic Zone have transformed Kazakhstan into a vital transit hub connecting Europe and Asia. These infrastructure investments not only facilitate smoother cargo transportation but also contribute to economic growth and regional integration. By forging partnerships with neighboring countries and international stakeholders, Kazakhstan strengthens its position as a key player in the global economy. Through collaborative efforts, the country aims to create a seamless economic environment conducive to trade and investment.

In order to fully acknowledge the potential of Kazakhstan as a regional central hub, it is necessary to analyze the positions of Kazakhstan in the ratings of the World Bank reports in logistics sphere. In recent years, Kazakhstan has made notable progress in the World Bank's Logistics Performance Index (LPI) rankings, reflecting the country's commitment to enhancing its logistics capabilities and infrastructure. According to the latest reports, Kazakhstan's rankings in various dimensions of the LPI have shown steady improvement, positioning the country as a competitive player in the global logistics arena. Kazakhstan's index is actively increasing, and the country's rankings have been consistently rising through 2017. Experts claim that this was made possible by the PRC's pivotal role in the Belt & Road initiative and large infrastructural investments, which included building the vital Khorgos dry port. Experts also claim that steps to promote trade and economic ties with overseas partners, economic diversification, and policies aimed at boosting foreign direct investment in the US, Japan, and Germany have all improved the business climate in the nation. Continued commitment to infrastructure development, regulatory reforms, technological integration, and capacity building will be essential for Kazakhstan to realize its full potential and drive sustainable economic growth through an efficient and effective logistics ecosystem [1].

The establishment of efficient trade routes and transportation corridors positions Kazakhstan as a critical node in global supply chains. This strategic position provides Kazakhstan with valuable

diplomatic leverage, allowing it to negotiate favorable trade agreements, attract foreign investment, and enhance its geopolitical standing. By leveraging its role as a logistics hub, Kazakhstan can advance its foreign policy objectives and amplify its voice in international forums. As Kazakhstan's logistics capabilities expand, so too does its potential to strengthen bilateral and multilateral relations with a diverse array of countries. Enhanced trade connectivity through logistics infrastructure projects fosters deeper economic ties and cooperation agreements. Kazakhstan can leverage these partnerships to bolster its diplomatic engagements, cultivate mutual trust, and promote shared interests on the global stage.

Kazakhstan, a landlocked nation, has an enormous chance to establish itself as a major center for logistics through the BRI program. Kazakhstan has a significant operational and strategic role in rail and road logistics under the BRI. Moreover, the Khorgos dry port located on the border between Kazakhstan and China is the biggest in the world, handling thousands of container unloads each month (Silk Road, 2022). "Kazakhstan has managed to become a reliable link of railway container transit between China and Europe, China and Iran, and China and Central Asian countries," according to Chinese scientist Adil Kaukenov. Therefore, Kazakhstan must integrate the transport and logistics systems of all nations along the Silk Road in order to successfully interface the BRI with the transport and logistics complex. This entails creating a new architecture of transcontinental transport corridors based on the harmonization of national legislation and the execution of cooperative strategies and programs. Generally speaking, this will result in the development of a distinctive institutional framework that guarantees the seamless integration of national transportation networks into an integrated, cohesive, branching Eurasian transcontinental transportation and logistics system with distinct borders and the required infrastructure, thereby promoting the expansion of both domestic and global trade. Multimodal container transportation between two economic poles—China and Southeast Asian nations, on the one hand, and EU nations, Turkey, and the Caucasus, on the other—is the main factor propelling the expansion of Kazakh transit. The port of Lianyungang (PRC) terminal complex, which opened for business in 2014, is the first successful logistics project and has grown to be an essential part of the SREB. A wide range of logistical services are offered by the facility. It is now suggested that cargo be transported by train from Lianyungang to Almaty in 5–6 days and Duisburg, Germany, in 15–16 days[2].

We can identify five important areas for Kazakhstan's logistics growth based on the strategy objectives and an examination of the challenges, opportunities, and dangers that the country's trade and logistics sectors face:

4. Development and establishment of public transportation hubs (TLCs) in important border hubs as well as domestically: Owing to the vast expanse of the nation's territory, the magnitude of its industrial output, and its vast railway network, a network of medium-sized roadways, as well as car and rail terminals spanning 8–10 ha to 15–20 ha, would be necessary. Their establishment may be predicated on the existence of transport firms as well as warehouses, freight yards, and railway sorting facilities in the vicinity of important industrial centers like Karaganda, UstKamenogorsk, Semey, Taraz, etc. that have a high potential for freight traffic.

5. Establishment of logistical hubs for domestic commerce, including the establishment of hubs for distribution and wholesale: Territorial centers for logistics and wholesale should be established, offering the chance to specialize in certain items and freight flow. The republican and the regional wholesale structures must be established in order to do this. Republican wholesale and logistics centers offer items to meet the demands of customers throughout the area. They have a central office and warehouse in Almaty, as well as branches around the regions. The wholesale trade of construction materials, wood products, chemicals, apparel, footwear, knitwear, electrical appliances, home items, and food products provide enormous opportunities for these kinds of logistics and wholesale centers. The distribution of commodities to the regional organizations is guaranteed by regional hubs for wholesale commerce.

6. Construction of logistics infrastructure based on customs warehouses, namely on the JSC "Kedentransservice's" current cargo terminals in Kazakhstan: On the foundation of the business, work

on building a TLC network must be done. Using the concepts of "just in time" and "door to door," its primary goal is to develop a practical multi-level TLC system that can offer a comprehensive variety of services in the areas of customs, freight forwarding, warehousing, and information logistics.

7. Establishment and growth of trade and logistical hubs overseas: It makes sense for Kazakhstan to participate in the construction of grain terminals at TLC ports, since the country is one of the six global grain exporters. A crucial instrument for the advancement of TLS at the global level will be the unification of all internal and TLC ports into a unified system.

8. Development of logistics infrastructure in the enterprise: It firstly involves managing packing farms, warehouses, transport, and handling equipment. Secondly, it involves developing information systems for managing material and financial flows, inventory optimization, and other related tasks [3].

Today, the development and modernization of international transit routes, which bring them into line with international standards, effectively implements the programs aimed at making optimal use of Kazakhstan's transit and transport capacity. About 3000 kilometers will pass Kazakhstan's territory as part of the contemporary Silk Road, which is a third of the massive transnational project "Western Europe-Western China" and promises to become the most significant element of the transportation infrastructure. In particular, the international community has designated and recognized four air, six road, and six railway corridors on the Republic's territory. With the opening of a second border railway crossing, Altynkol-Khorgos, at the end of 2012, it became possible to transport goods from China, Japan, Korea, and South-East Asia to the CIS countries and Europe via an additional route; the portion of that that is on Kazakhstani territory is Altynkol-Almaty-Arys-Kandyagash-Aksaraiskaya (Ozinki). As a result, the border crossings at Dostyk-Alashankou and Altynkol-Horgos, which serve Europe, are presently a component of the Trans-Asian land transport routes. Goods movements between China and Southeast Asia and Central Asia[4].

In conclusion, the development of logistics potential stands as a pivotal priority within Kazakhstan's foreign policy framework, embodying the nation's commitment to fostering economic growth, regional integration, and global connectivity. By strategically prioritizing investments in infrastructure, embracing digitalization and innovation, streamlining trade processes, and fostering regional partnerships, Kazakhstan aims to position itself as a central logistics hub at the crossroads of Europe and Asia. This strategic focus not only enhances Kazakhstan's economic competitiveness but also strengthens its diplomatic relations with neighboring countries and global partners. As Kazakhstan continues to pursue its vision of becoming a logistics powerhouse, it not only advances its own economic interests but also contributes to broader regional development and stability. Through sustained efforts and strategic collaborations, Kazakhstan is poised to play a leading role in shaping the future of logistics in the Eurasian region and beyond, solidifying its position as a dynamic and influential player on the global stage.

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УДК 327.7

**«НОВЫЕ ГОРИЗОНТЫ В РОЛИ ГЕНЕРАЛЬНОЙ АССАМБЛЕИ ООН:
РЕФОРМИРОВАНИЕ И ПЕРСПЕКТИВЫ»**

Токенова Шынар Султановна

g-o-63@mail.ru

магистрант факультета международных отношений

ЕНУ им. Л.Н. Гумилева, Астана, Казахстан

Научный руководитель – Р.С. Елмурзаева

Во время Второй мировой войны государства антигитлеровской коалиции проводили серии встреч – конференции для обсуждения хода войны и послевоенного устройства мира. Одна из них – Сан-Францисская конференция, проходившая с 25 апреля по 26 июня 1945 года. На этой конференции был принят Устав Организаций Объединенных Наций, в котором Генеральная Ассамблея была обозначена одним из главных органов ООН.

За все время своего существования Генеральная Ассамблея стала органом, состоящей из 51 члена до выражающим волю большинства государств мира. В 1955 году ООН приняла 16 новых государств, а в 1960–1961 годах – ещё 22 страны из-за ускоренной деколонизации. В период с 1991 по 1992 годы членами организации стали 13 государств. На текущий момент ООН объединяет 193 страны, что составляет более 99% ВВП мира [1].

Вопрос изменения положения Генеральной Ассамблеи был поднят через 5 лет после принятия Устава ООН. В 1950 году Генассамблея приняла Резолюцию 377 (V) «Единство в пользу мира», согласно которой, если из-за несоблюдения принципа единогласия постоянных членов Совет Безопасности не может выполнить свою главную обязанность по поддержанию международного мира и безопасности в случае акта агрессии или нарушения мира, то немедленным рассмотрением вопроса занимается Генеральная Ассамблея для того, чтобы дать государствам-членам Организации Объединенных Наций необходимые рекомендации по коллективным мерам. Эти меры могут включать применение при необходимости вооруженных сил для поддержания или восстановления международного мира и безопасности [2].

В начале нового тысячелетия Генеральная Ассамблея в целях совершенствования методов работы приняла две взаимосвязанные резолюции в 2003 и в 2004 годах [3]. Согласно этим резолюциям, Ассамблее в целях полного обсуждения всех вопросов стоит работать по более краткой повестке дня и группируя пункты обычной повестки, некоторые переводить на двухгодичную или трехгодичную основу [3]. К примеру, пункт об использовании информационно-коммуникационных технологий каждый год в Комитет по экономическим и финансовым вопросам, в то время как пункт, озаглавленный «Университет мира», передавать на рассмотрение каждые три года в Комитет по специальным политическим вопросам и вопросам деколонизации [4].

В документах также указывается, что резолюции Генеральной Ассамблеи должны быть более краткими, целенаправленными и ориентированными на конкретные действия.

В 2005 году для того чтобы переориентировать ООН на требования и реалии XXI века Кофи Аннан выступил с докладом «При большей свободе: к развитию, безопасности и правам человека для всех», в котором отметил, необходимость укрепления организации. Генеральный Секретарь подчеркнул, что ГА ООН должна повысить свою эффективность путем рационализации своей работы и ускорению совещательного процесса, уделив особое внимание в своей повестке вопросам международной миграции и борьбы с терроризмом. В докладе