



EURASIAN ECONOMIC INTEGRATION IN RAILWAY TRANSPORT

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Annotation: *Railway transport plays a key role in the socio-economic development of the Common economic space of the Republic of Belarus, the Republic of Kazakhstan and the Russia. The state of its infrastructure and rolling stock, as well as the safety and quality of passenger and cargo transportation, determine not only the prospects for further socio-economic development of the CES countries, but also the possibility of effective integration into the world transport system, increasing the availability of transport and meeting the needs of citizens and businesses in transportation, creating conditions for equalizing the socio-economic development of regions in the vast Eurasian space.*

Keywords: *European and Asian Railways, transport system, international rail traffic volumes.*

Due to the unique geographical position of the CES, there is a significant transit potential between Europe and Asia to attract additional international cargo flows, which is currently not fully realized.

In the context of a globalized economy and trade, the rational use of transit potential can play a key role and will allow not only to get an economic effect from attracting cargo flows, primarily container traffic, but also to contribute to the territorial development of countries, create conditions for equalizing the socio-economic development of remote regions, and form long-term links between European and Asian Railways. The effective solution of these tasks depends on the state of infrastructure and rolling stock, the quality and safety of cargo and passenger transport.

The role of freight transport on the Railways of the CES countries is currently significant. Moreover, according to Euro stat estimates, about 20% of the world's rail freight turnover is accounted for by CES countries (see figure 1). Within the CES itself, Railways account for more than 43% of the total cargo turnover of all types of public transport, and the most significant is the participation of railway transport in the cargo turnover of the transport system of Kazakhstan, which is a consequence of its geographical location.

In international traffic, including transit, international traffic volumes decreased by 1.3% in the period 2007-2013 due to the Russian Federation, where the drop was 11.7%, while in Belarus and Kazakhstan, international rail traffic volumes increased by



12.9% and 41%, respectively. Export cargo transportation in the whole CES decreased by 10.9%, also due to a 16.9% drop in the Russian Federation. The volume of imported goods increased in all countries, with a total growth of 21.4%. The volume of transit cargo traffic increased by 21.6% during the period under review, also due to Belarus and Kazakhstan, while in Russia this indicator decreased by 10.8%.

The main priorities of the coordinated (coordinated) transport policy are the following:

- * formation of a single transport space;
- creation and development of Eurasian transport corridors;
- * implementation and development of transit potential within the Union;
- * coordination of transport infrastructure development;
- * creation of logistics centers and transport organizations that optimize transportation processes;
- * attracting and using the human resources of member States;
- * development of science and innovation in the field of transport.

Literatures:

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