

Ulaşım Sektöründe Lojistik Koridorlarının Ekonomiye Etkisi/ The Impact of Logistics Corridors to The Economy In The Transport Sector

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ABSTRACT

From past to present, people feel the need of relocation to meet their needs and to sustain the process of creating benefits for themselves effectively in their relationship with nature and with each other. People are also required to carry the useful commodities. In today's world where there has been an increase both social and economic in the interaction between people, relocation and carrying demand, ie transport demand is increasing day by day. This increase in demand, however, reveals the importance of the transport sector. The place of logistics industry which is located in the transport sector has become indisputable in the volume of world trade. Logistics corridors anywhere in the world, are the lifeblood of societies. The effects of bottlenecks and blockages in the logistics corridor are reflected exponentially to all countries' economic, political and cultural structures. In the twenty-first century that logistics corridors give new dimensions to cities and cities give new dimensions to trade; the circulation of products, services and information on a global scale without being hindered by any obstacles will bring the end of all wars. Countries' emerging logistics and trade corridors from year to year is the largest and most important insurance of world peace. Due to the economic and political importance of logistics corridor in the world; the completion of the single market in the European Union and the increase in international mobility as a continuation of the creation of the European Economic Area (EEA), changes that occur in the Central and Eastern European Countries (CEEC), the growing interdependence in world trade, EU's Common Transport Policy has led to the development of the approach of "external dimension". As a result of this approach, in order to ensure further cooperation with Central and Eastern

European countries agreements have been signed in the transport sector which is one of the most important fields. In October 1991, the European Parliament and the Commission held together by performing the PanEuropean Transport Conference, working groups have been established on a sectoral basis. In the III. PanEuropean Transport Conference which was held in Helsinki in June 1997, Corridor numbers reached to 10 and execution of works in four main transport area was adopted. In the light of this information, the purpose of our study will be searching the economic impact of IV. logistics corridor which was identified in the III. Pan-European Transport Conference. The corridor connects Europe to Southeast Europe and its total length is 3258 km, thus, that is the reason for choosing this corridor. Also in the corridor road, rail, ferry connections, air and sea ports and combined transport are made. In the corridor there is a combination of multiple types of transportation and it connects Berlin-Dresden-Numberger (Germany)-Prague-Bmo (Czechoslovakia), Vienna (Railway) - (Austria), Bratislava-(Slovakia), Győr-Budapest-(Hungary) Arad, Craiova-Bucharest-Constanta (Romania), Sofia-Plovdiv (Bulgaria)-Thessaloniki (Greece), Istanbul (Turkey). In this study, the economic impacts of the logistics corridors in the transport sector, macroeconomic variables that can be accessed from the countries where IV. logistics corridor pass, will be attempted to be revealed

by using panel data analysis. In accordance with the results obtained in this study, policy recommendations will be made on the transport sector.

KEYWORDS Transport economics; transport industry; logistics industry; logistics corridor

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