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**Transformation of the Southeast  
Asian social and economic space  
in the process of integration of  
the region into the global  
information economy**

**Introduction.** The transformation of the social and economic space in the South East Asia in the process of the integration of the region into the global knowledge economy could have different forms: population and production concentration and deconcentration, development of linear, areal and complex elements of the territorial structures, and it is largely determined with the geographical nature of the countries and the region as a whole. Common problems are superconcentration of economic activity in overpopulated centers, poor transport access to peripheries and lack of national and global connectivity.

**Content.** 3 examples of large scale spatial socio-economic processes are discussed here. In the Philippines – the most territorially disintegrated state in the world, - regional policy and improving of connectivity are the most essential territorial issues. In Indonesia urban sprawl and improvement of transportation leads to formation of urban corridors in Java. In the Malacca Strait zone (including Singapore, Malaysia, Indonesia and Thailand territories) developing international economic region could become one of the largest nuclei of the global economy.

**Results.** The identified processes produce more complicated structure of socio-economic space. Transport development enhances cohesion and provides the access to the markets through gateways for peripheries. Within transport corridors free trade and industrial zones, technology parks, research firms and business-incubators are clustering, contributing to overcoming of central-peripheral model. Economic integration produce new competitive quality of the region. Looking globally, South East Asia better meets the requirements of glocalization. Looking nationally, growth of investment attractiveness and more even territorial development are achieved.

1. The Republic of the Philippines is a country with striking regional disproportions in the level and character of economic development (*pic.1*). In the early 21-st century a national integrated system of highways and ro-ro ferry routes (Strong Republic Nautical Highway – SRNH) has been constructed, linking all parts of the archipelago with meridional and latitudinal routes (*pic.2*). Existing and new ro-ro ports play the role of gateways, and so the SRNH helps national and foreign investments to meet local human resources, provides access of the local producers to the national and international markets. Thus the SRNH becomes the key part of the regional industrial clusters' development, aimed at improving competitiveness of the country and especially of the troubled peripheral provinces.

2. For Java with its the hypertrophy of the Jakarta-Bandung urbanized area rapid growth of cities in the outer zones of agglomerations and out of them is forming more balanced urban net (*pic.3*). The modernizing transportation corridor between all large cities is to provide high speed connection by highways, railways and sea cabotage. The distances between cities (measured in time of car trip) are shrinking and cities become “endless” (*pic.4*). An urbanized corridor Jakarta–Bandung–Semarang–Yogyakarta–Malang–Surabaya is emerging in Java. Manufacture, research, education, transport and trade parks and zones are clustering within it, transferring economic growth to the adjacent regions.

**3.** In the Malacca Strait international economic region synergy of the geographic proximity and economic complementarity enhances the competitiveness of goods and services through the use of the comparative advantages of each of the countries, the clustering of business and economies of scale. The axis of the territorial structure of the region is the Malacca Strait – a transport artery of global importance. It is doubled with the international and national motoways in West Malaysia and Sumatra. Regional integration is achieved through routes across the Strait, providing communication between the national parts of the region (*pic.5*). The nodes of the spatial framework of the Malacca Strait economic region have hierarchical structure as global, regional, national centers (*pic.6*).