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INTEGRATION OF THE REPUBLIC OF KAZAKHSTAN INTO WORLD TRANSPORT SYSTEM: OPPORTUNITIES AND PROSPECTS OF DEVELOPMENT OF TRANSPORT POTENTIAL

Abstract. The article is about perspective and integration of Republic of Kazakhstan into world transport system. It also displays main transport features and its economical meaning for central Asia.

The perspective directions of development of transport branch allowing to integrate Kazakhstan into world transport system are considered.

Аңдатпа. Мақалада Қазақстан Республикасының әлемдік көлік жүйесіндегі даму келешегі мен интеграциясы, процестің рөлі және Қазақстан экономикасына маңыздылығы қаралған. Қытайдан Еуропаға дейінгі көлік транзитті дәлізінің негізгі даму бағыты, сондай-ақ Орталық Азия мемлекеттеріне олардың әлеуметтік-экономикалық әсері көрсетілген.

Аннотация. В статье раскрываются перспективы интеграции Республики Казахстан в мировую транспортную систему, роль процесса, его значение для экономики Казахстана. Показаны основные направления развития транспортных транзитных коридоров из Китая в Европу, а также их социально-экономическое воздействие на страны центральной Азии.

Keywords: management, China, Europe, highway, transit

Түйінді сөздер: басқару, желісі, транзитіне, Қытай, Еуропа

Ключевые слова: управление, Китай, Европа, магистраль, транзит.

The geopolitical role of the Republic of Kazakhstan, that is role of the transit bridge between Europe and Asia, and also between Russia and China is determined by its arrangement in the center of the Euroasian continent. It is located on a joint of Europe and Asia thanks to what has considerable transit potential, providing to the Asian countries geographically uncontested land transport communication with Russia and Europe. The main advantage which the transit corridors passing through the territory of Kazakhstan have consists in essential reducing distances. In case of implementation of the message between Europe and China through Kazakhstan the distance of transportations decreases twice in comparison with sea lane and per thousand kilometers in comparison with transit across the territory of Russia. The Republic of Kazakhstan has the necessary potential for serious reorientation of the foreign trade balance. This potential consists, first of all, in unique transit opportunities of the country: the territory of the Republic of Kazakhstan is located on the direction of the overland bridge for cargo flows between the main macroeconomic poles – the countries of the European Union and the Pacific Rim, America and Eurasia; reducing delivery time of transit cargoes.

Creation of transcontinental highways is profitable to international trade. Between the countries of the European Union and the Pacific Rim about 6 million containers annually ply. Now the main part of this flow (98%) is transported by the foreign naval fleet through foreign ports, passing the territory of Kazakhstan. At the same time the transit way from the Pacific Rim to Europe on the territory of Kazakhstan is much shorter than a sea lane. The main competitive advantage of Kazakhstan - shorter, with other things being equal, delivery time of freights. This circumstance allows to predict the determined, contained growth of cargo flows but to the direction China - Europe and in transit through Kazakhstan. On expert evaluations, the business volume between Asia-Pacific countries and Europe constitutes from 300 to 600 bln. dollars of

the USA a year. At the same time the transport component fluctuates ranging from 50 to 120 bln. dollars, and its expected annual surplus will constitute in the short term at least 6% a year. Respectively, today between Europe and Asia there pass the largest cargo flows[1]. In a basis of the modern concept of development of network of the international highways passing through Kazakhstan three priority directions are pledged: Russia, countries of Europe and Baltic; China, Japan and countries of Southeast Asia; countries of Central Asia and Transcaucasia, the Persian Gulf and Turkey.

Kazakhstan shall become a part of world transport and communication system that will demand from us the advancing development of all transport infrastructure of the country. It is necessary to create network of the modern highways allowing to perform continental and transcontinental transit in the North directions - the South and the West - the East. Projects implementation on creation new railway and highways, reconstruction of a road transit corridor Western Europe - the Western China has something in common with the task set by the head of state in the Message to the people of Kazakhstan: "It will be an artery which will make Kazakhstan a transit corridor from Europe to Asia. It is necessary to develop work on forming of network of transit routes through country airspace. The special priority will be given to creation of modern "hubs" - powerful transport hubs which will allow to connect among themselves not only all cities of the country, but also the largest cities of the world" [2].

At the same time, in development of a transport complex the problem of effective strategic management takes place. It is caused by the fact that there is no scientifically based complex efficiency evaluation of strategy in system of strategic management for the indicators interconnected by the purposes what very negatively affects activities of separate transport modes and their interaction. Therefore, forming of the effective development strategy - a necessary condition of structural adjustment of economy of a transport complex as effective factor of economic growth in the conditions of sustainable innovative development. In modern conditions of managing to transport service all new and new demands are made. Rhythm, regularity, uninterruptedness, reliability, high shipping speed of products from production points in consumption points in strictly caused terms without loss, spoil and damage of goods with the minimum expenses - the most important conditions of efficiency and quality of transport service of commercial ties.

Thirdly, enhancement of fiscal policy concerning development of transport infrastructure. It is required to carry out development of the measures directed to support of domestic transport organizations and stimulation of updating of vehicles by them by provision of tax benefits on acquisition of new modern vehicles.

Fourthly, assistance to improvement of functioning of integration associations. The accumulated experience of independent development of the Post-Soviet states showed need of system approach to the solution of tasks of development of a transport complex, to forming of general transport space and the total market of transport services. Here matters the following directions: forming of the methodological principles of general tariff policy of the states in the field of transport; further development of transport corridors; enhancement of transport infrastructure of the states; implementation of highly effective technologies for ensuring the foreign trade and transit transportations; increase in reliability and efficiency of transport systems;

Fifthly, enhancement of strategic approach for more effective development of transport transit potential. Carrying out the regular analysis of a cargo flow which can expect Kazakhstan is necessary. For transportation of goods from Asia-Pacific countries maritime transports Multi-national shipping companies are traditionally used, having performed massive investments into a construction of the highly effective "container" fleet and, as a result, having lowered freight rates, achieved that the average rate for maritime transports of a container became twice lower than railway. Therefore in spite of the fact that the way is by rail almost twice shorter, the pursued price policy determines preference of owners of freights to use a sea lane. Here the

question of high-speed passing of freights through the crossed borders plays a large role. The customs bureaucracy, various delays, difference of width of a railway track, reconstruction of the Suez Canal – add the loaded word for benefit of transportation by a sea transport.

Sixthly, enhancement of system of transport safety. For this purpose carrying out adjustment of the existing programs for ensuring transport safety in case of implementation of modern technologies of ensuring safety of freights and protection of life of people, control of technical condition and working hours of transport enterprises is necessary. Respect for responsibility of monitoring bodies on wrongful acts of their employees concerning carriers, reduction of system of transport safety in compliance with the international standards and requirements is necessary.

The second direction of regional transit the East-West provides a tovaropotok between the CIS countries and China. It should be noted that development of alternative corridors (routes through Iran, the Caucasus, the North-South, China – Kyrgyzstan-Uzbekistan) can have an adverse effect on quantitative indices of regional transit. The most overall assessments show that when transporting goods from Southeast Asia to Europe (or, on the contrary) it is possible to win in time by land up to 10 days. The problem consists in providing such shipping speeds and minimization of all transportation costs in case of movement of flows of commodities.

Transcontinental transportations are provided generally by transportations in messages: Uzbekistan-Europe, Uzbekistan-Korea, Russia-Iran, Russia-Afghanistan, Tajikistan-Europe, South America - Uzbekistan, the USA - Uzbekistan, Tajikistan. Feature of transcontinental transit is work in the conditions of the severe international competition. As well as in regional transit, transkontinentalny transit is carried out in two North-South and East-West directions. On the North-South line - transportations from the countries of Europe, the CIS to the countries of the Middle East and back, in the East-West direction - transportations from Europe to China and the countries of Southeast Asia, and also from the CIS countries to the countries of Southeast Asia.

Strategic orientation of transcontinental transit through Kazakhstan - East-West. It is obvious that development of this transit will promote also development of regional transit in the same direction: China-Russian Federation, China - Central Asia, the Russian Federation country of the Southern Asia. Thus, implementation of transport capacity of Kazakhstan in many respects depends on development of the transport corridors and their branches lying on the territory of the republic. At the present stage of development there were favorable prerequisites for increase in efficiency of use of transit opportunities of Kazakhstan. One of them is connected with dynamically developing commerce and industry exchange between the countries of Europe and Asia. Trade and economic relations between Southeast and Western regions of the Euroasian continent dominate in world trade today and have high potential of development. In the light of it the most urgent problem on the near-term outlook is forming of the international transcontinental railway routes.

Work on creation of network of transcontinental routes is purposefully conducted by the international organizations: The economic and Social commission of the UN for the countries of Asia and the Pacific Ocean (ESKATOOON), the Economic Commission for Europe in case of the UN (UNECE), the European Union (EU), the Organization of a Cooperation of the Railroads (OCR), the International Union of the Railroads (IUR). Fundamental studies on this problem were executed OSZhD, ESCAP of the UN and UNECE in recent years. JSC KTZh Oil Company participates in work of such international specialized railway organizations as: OSZhD and Council for a rail transport of the State Parties of the Commonwealth (TsSZhT). Besides, the active cooperation within the Economic Cooperation Organization (EKO), ESCAP of the UN, the EU according to the "Transport Corridor Europe - the Caucasus - Asia" draft (TRACECA) of the TAS interstate program IS, and also the International coordination council on the Trans-Siberian transportations (KSTSP) is conducted. Other key prerequisite for development of transit transportations is expansion of a regional cooperation within the CIS, OES, SCO and other

international organizations. Objectively commercial intercourses of the countries of Central Asia with the markets of the Russian Federation and China in considerable amount can be performed only through the territory of the Republic of Kazakhstan. Moreover, exits It is central - the Asian states on other world markets are connected, mainly, with the same routes, as in case of a regional cooperation. Successful development of regional barter is promoted by also historically developed close interrelation of economic systems and considerable interdependence of the markets of all Post-Soviet states. The Euroasian international routes on the territory of Kazakhstan pass in the basic in four directions which in the republic are classified as the Central Asian, Western, Central and Northern corridors. Except the listed corridors transit transportations are implemented also on other sites which aren't limited to a framework of the above-stated directions, it: Aktau - Friendship, Nikeltau - Aktau, the Elbow - Friendship, Nikeltau - Beyneu, the Elbow - Chengelda. It is possible to tell that the railroads of the Republic of Kazakhstan are included in system of the international transport corridors that gives the real chance of cargo transportation through the country in case of implementation of commercial ties by subjects of international trade.

The analysis of transit and transport capacity of the Republic of Kazakhstan shows that now the transport complex of the country has opportunities for development of additional domestic, export-import and transit transports on all transport modes [3].

One of restraining factors of development, first of all transit transportations, remain their extremely unsatisfactory information maintenance. The operating communication devices on the railroads became outdated, have limited handling capacity and need reconstruction. For the purpose of decrease in time of passing of control and design procedures it is necessary to solve a problem of creation of more effective and reliable transport and logistic system of the country. For this purpose the St needs to form "the centers of the integrated logistic complex" on key. Friendship and in Aktau port, i.e. in the East-West direction (between China and the countries of the Caucasus and Iran). On the basis of this project the international container transports in the direction Europe - Kazakhstan - China, Iran - Kazakhstan - China and back will develop.

In the conditions of globalization, considering extensiveness of the territory of Kazakhstan, competitiveness of economy and the state will depend in many respects on effective activities of a transport and communication complex. Pledge of competitiveness of domestic goods, services and economies in general is the high-technology transport infrastructure corresponding to the state transport and transit policy. Competently using the provision, Kazakhstan will be able not only to gain income due to transit, but also to develop regions on the basis of their involvement in barter, production on places of those goods which have demand on the foreign market.

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