

CURRENT STATUS AND PROSPECTS OF TRANSPORT INFRASTRUCTURE IN KAZAKHSTAN

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Kazakhstan is located in the center of Eurasia, in the midst of communication flow between Europe and Asia. The country has a huge transit potential. Further development of transit potential of country in area of realization of international transportations in a great deal depends on development of passing on territory of Kazakhstan of transport corridors and their branches. It has a huge value for development of economy of country and strengthening of international connections.

Currently, the main purpose of a transport politics of Kazakhstan is further creation of the Eurasian transcontinental bridge, in connection with the increase of volumes of traffics of goods between China and Europe.

In fact, the most important railway lines that link Europe and Russia and Asia-Pacific, Central Asia and the Middle East, pass through the territory of the Republic of Kazakhstan. Due to geographical location of Kazakhstan, the country's border railways interact with the railways of neighboring countries such as Russia, Turkmenistan, Uzbekistan, Kyrgyzstan, China and Azerbaijan (using rail ferries).

To date, the territory of Kazakhstan pass 9 railway, 6 motor-car and 4 air corridors of international importance [2].

Just across the state with the railway corridors, pass road corridors that are no less important, and the volume of traffic.

The most important, cost-effective transit project to date is the Western Europe - Western China road corridor. The corridor starts in Hargose. This is the shortest way from China to Europe with a minimum number of participating countries (Kazakhstan and Russia), hence the boundaries.

To start the road corridors at full capacity requires the full development of the road network. At the expense of centralized investments Republic plans to improve and develop the national road infrastructure up to the standards of the international level, while based on the transport strategy of Kazakhstan until 2015. Planned to build 1.6 thousand km of new, completely renovate, and rehabilitate about 50 thousand km of roads while simultaneously developing the roadside service, which is very important. The reason for this is the complete lack of road infrastructure in Kazakhstan, as required by international carriers. In general, the appearance of roadside service is spontaneous, so that it is of poor quality.

Six main, most famous operating routes are part of international road corridors in Kazakhstan.

Ensuring the competitiveness of transport and logistics system of Kazakhstan requires the formation of a favorable institutional environment. According to the World Bank, the main costs and, consequently, a low-result in high-cost international trade logistics, which includes registration procedures and a long list of permits.

The following tasks are tasks facing transport logistics:

- Creation of transport systems (transport corridors and transport chains);

- Providing technological unity of transport and storage process;
- Joint planning of the transport process with warehouse and production;
- Search for a rational route of delivery;
- Selection of the type and the type of vehicle and others.

Management of the enterprise in the field of transport logistics consists of several stages:

- Selection of the mode of transport;
- Choice of transport and the vehicle;
- The choice of the carrier and logistics partners in transportation;
- Optimization of the parameters of the transport process.

Kazakhstan's current state of transport infrastructure has a tendency to develop. According to the program of development of transport infrastructure in the Republic of Kazakhstan for 2010-2014, capital investments were planned for 1.8221 billion. Tenge (12.1 billion dollars.). While the average cost of reconstruction of 1 km of roads 2.7 million dol. the amount of investment is about 125 thousand dollars on the length of the road network. Thus, in the best case be funded only about 4.6% of the existing requirements [3].

Every year in a country it is necessary to repair no less than 1 thousand kilometre of roads, while is repaired only no more than 600 km. More than 80%, and in some regions of Kazakhstan, for example, in the East Kazakhstan region more than 90% of the road transport infrastructure does not meet the international standards, which entails problems of the following kind (3):

- disparity of rates of travelling building and necessities of economy and rates of height of autopark
- low subzero quality (technical parameters) of road-transport network, high level of risks of autotransportations (level of accident rate and death rate on roads)
- low investment attractiveness of the industry, limiting the inflow of private investments
- underdeveloped internal road infrastructure (roads, buildings, service centers due to lack of funding from local budgets: There are no access roads with paved in 800 settlements);
- technological backwardness, imperfection of legislative base, absence of experience experience in project management of road infrastructure.

The diagram (Figure 3) illustrates the statistical data based on the Strategic Plan of the Ministry of Transport and Communications of the Republic of Kazakhstan for 2014 - 2018. The purpose of the plan is the development of transit and transport potential of the Republic of Kazakhstan and the increase in transit through the territory of the Republic of Kazakhstan [4]

The main indicator of the quality of the transport area in the region is an integral transport accessibility, which means the weighted average time spent on the passenger and cargo traffic. This index takes into account both their technical reliability, and reliability configuration of all types of Railways on a given territory. The transport network of any kind of Railways is considered reliable if allows reaching every point of the region from any other part of it for a certain period taken as the norm.

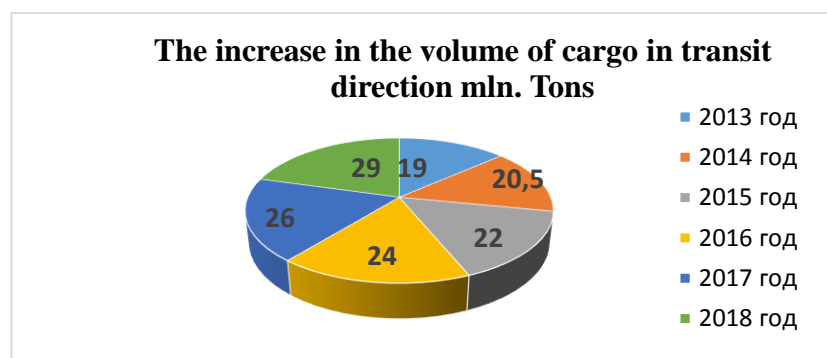


Figure 3. The increase in the volume of cargo in transit direction mln. Tons

The especially required condition for the development of Kazakhstan's economy is considered to be efficient infrastructure. In Kazakhstan, a wide geography of placement of export-

oriented industries combined with the low density of the transport network. Implementation of investment projects in transport infrastructure will also have a stimulating effect on the regional economy, affecting:

- attracting private, public and foreign investment and increase the investment attractiveness of regions;
- manifestation of complex multiplier effect due to the implementation of investment projects in related industries and create added value by reducing the cost of transport services;
- an increase in business activity, increased labor mobility and business entities;
- creation of new markets and industries related to the introduction of innovations in the road sector.

According to experience of large leaders at the market of transport-logistic services, analyzing international practice, it was educed, that the best results of financial indexes of these logistic services, the greatest standards of quality of service, laid both motor-car and railways, were got at maximal support from the side of the state. Therefore, for the further development of transport infrastructure investment is needed in this area, which in turn help to accelerate socio-economic development of the country.

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