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TRANSPORT COOPERATION BETWEEN KAZAKHISTAN AND CHINA: PERSPECTIVES

Value of the transport component increases continuously throughout the history of Kazakh-Chinese economic cooperation. This is due to the annual increase in turnover, geographical extent and types of economic cooperation. Another important factor is the increase of the transit potential of Kazakhstan and the interest of both parties to its maximum use.

The current global crisis has had a significant impact on the dynamics and perspectives of transport cooperation between Kazakhstan and China. The biggest adjustments prevailing economic situation has made plans to implement a number of projects in the short term. In his last address to the nation President N. Nazarbayev stressed the need to reduce all non-priority financial and investment spending. The implementation of the new large-scale transportation projects, in this context, should be sidelined - priority will be reconstruction and optimization of the existing infrastructure of transport links between China and the ROK, as well as implementation of projects prioritized at the highest level.

Transport cooperation between Kazakhstan and China includes two key areas: the use of transit potential of Kazakhstan to implement the rail and road transport between China and other countries of the Eurasian continent, as well as maintenance of economic cooperation directly between China and the ROK. Regarding the development of transit potential, then this line is of great interest to both countries. Cargo transit through Kazakhstan China provides opportunities for faster and more reliable second to enter the markets of the Eurasian continent, primarily the European Union, which in recent years is the largest trading partner of China. The use of transport infrastructure in Kazakhstan will also give China an opportunity, on the one hand, to diversify export routes for its own products and thus give an additional impetus to the development of the western regions of the country. On the other hand, the use of transit potential of Kazakhstan, especially in terms of expanding the network of gas pipelines and allow, at least in part, to remove the dependency on energy imports through sea routes.

Kazakhstan is also fundamentally important to raise the level of integration of its own transport system with the global transportation network. As indicated in the Transport Strategy of the Republic of Kazakhstan until 2015, one of the strategic objectives of the transport system of Kazakhstan is to "form a single externally integrated transport space and create a modern perspective of the national transport infrastructure based on a modified model of the meridional and latitudinal location of major highways, routes and tie knots on the East-West and North-South."

Furthermore, the implementation of transit through its own territory gives the state a stable and relatively high income source. Currently, due to the worsening global economic crisis, the volume of domestic traffic decreased significantly and development of transit routes is an opportunity not only to replenish the state budget, but the budgets of national companies. Priority transit project RK recognized automobile transit corridor "Western Europe - Western China", commissioning is expected in 2012. Its length will be 8,445 km, including 2,787 km - in Kazakhstan and 3,425 km in China. Corridor feature in that it is the shortest and provides transport links between Central Asia and Europe, as well as output from China and Southeast Asia in the western regions of Russia and Europe. The total project cost is \$ 5.32 billion, of which foreign loans comes to \$ 2.8 billion on March 30 signed an agreement to provide an appropriate loan agreement between the Government of Kazakhstan, on the one hand, and the European Bank for Reconstruction and Development and the Asian Development Bank. In the last Presidential Address to the people of Kazakhstan, special attention was paid to the reconstruction of the road is a corridor "Western Europe - Western China". According to the President: "This year there will be working ... 5 thousand people and in 2010-2012 - up to 50 thousand people. It will be major, which will transform Kazakhstan as a Transit Corridor from Europe to Asia." Given the current economic situation in the near future will be implemented once the project "Western Europe

- Western China", all other major transport initiatives will be postponed. Among such projects international transport corridor TRACECA railway transport corridor «NEW-corridor» toward the United States - China and the new Eurasian Land Transport Initiative «NELTI» in the region of the Great Silk Road.

The main view of bilateral transport cooperation between Kazakhstan and China is by far the performance of freight transport by land routes, extending mainly by rail. Currently rail links between Kazakhstan and China is only through a railway crossing Dostyk (RK) - Alashankou (China), expected in the future construction of a second crossing points Korgas (Kazakhstan) and Khorgos (China).

According to the press service of the NC "KTZ" a total traffic through Dostyk - Alashankou totaled 12.6 million tons, although in mid-year forecasts voiced that before the end of 2008 will be made up of freight turnover of \$ 14 m tons. Decrease its performance began in November and is still going on.

In 2009 the volume of rail freight is planned at 13 million tons, including Kazakhstan and China - and 7 million tons from China to Kazakhstan - 6 million tons.

For the development of railway transport cooperation component in Kazakhstan and projects implemented on a concession basis. The first is the construction of the railway Korgas - Zhetygen that this line will connect with a network of railways in Kazakhstan, as well as the railway section Zheskazgan - Zhayneu. It is expected that this project will be the largest project of the railway industry in 2009.

On the Chinese side takes an active railroad construction Jinghe - Yining - Horgos with a design capacity of transportation - 10 million tons and a length of 285 km. Construction of the first in Xinjiang Electric Railway began in 2004 and, according to preliminary estimates, at the end of 2009 it will be put into operation. Currently, this road has already begun laying the rails. Equally important is the decision on the establishment of Kazakhstan and China on Dostyk and Alashankou automated information system that allows data to be exchanged between the Kazakh and Chinese railways in the amount of the bill of lading. This will speed up railway, border guards, customs border crossing, which will positively impact on the timing of delivery. Other promising areas of development of Kazakh-Chinese cooperation in the field of railway transport is the delivery of railway equipment and components from China. Transport cooperation between Kazakhstan and China is not free of a number of problematic trends. Some of them lies in the organizational sphere. To optimize its own transit capacity Kazakhstan should introduce advanced technology and modern logistics service mechanisms of the international level, it takes a significant financial and organizational resources.

Another set of problems concerns the technical component of transport dialogue. These include the difference in the width of the railway track, which creates unnecessary delays at the border. Another serious problem is the inability Dostyk - Alashankou to pass a large amount of goods and the approximation of the terminal to limit its terminal capacity, which significantly limits the possibility of expanding the volume of transport interaction of Kazakhstan and China. Finally, speaking about the prospects of development of Kazakh-Chinese cooperation in transport can not ignore some of the geopolitical factors that could complicate the favorable development of the interaction.

One such factor is the regional competition, threatening the consolidation provisions of Kazakhstan within the transit of goods from China to the state of the Eurasian continent. One of the complicating factors in this direction is to promote China's project to build a railway linking China with Kyrgyzstan and Uzbekistan. Construction of the railway will provide China transport corridor linking East and South-East Asia to Central and West Asia, North Africa and Southern Europe. At the same time, Kazakhstan will lose a significant share of goods that could be transported through its territory. In addition, losses in this case, affect the whole cluster of issues of trade and economic cooperation.

Another political factor that must be considered when analyzing the prospects of Kazakh-Chinese economic cooperation, is the interest of the Russian Federation in its parallel presence, along with the Chinese, the transport market of Kazakhstan, as well as the dominance of transit projects in Eurasia. In addition, Russia is on the one hand competitor Kazakhstan, increasing the potential of their own highways to increase of Chinese goods in a westerly direction. On the other hand, there is a serious competition between Russia and the PRC directly for the use of its territory for the transit of goods between Europe and the Asian Pacific.

Summarizing consideration potential transport cooperation between Kazakhstan and China, it should be noted that, despite the existence of complex issues that impede maximize the potential of bilateral cooperation, now actively work to resolve them. In the case of a timely adoption of appropriate measures and projects aimed at creating favorable conditions for the formation of optimal transport interaction, Kazakhstan's economy opened extremely profitable prospects.

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