Economic aspects of development of the regional transport and logistics complexes of Kazakhstan

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Abstract. Analyzing the state transport system in Kazakhstan and the existing traffic flows, the authors concluded that the regional transport policy should be directed to the joint development of transport and logistics infrastructure. It is proposed actions to implement this provision.

Keyword: transport logistics regional transport and logistics systems

Being a key element of regional infrastructure, transport, ensures the integrity of the development of a diversified economy in the country. The former mechanism is well-established planning policy between all modes of transport. With changes in ownership to replace rigid hierarchical model comes a new mechanism, which laid the basis for commercial relations and market principles, taking into account the economic interests of all stakeholders involved in the process of delivery of cargo (shippers and consignees, transport companies for transportation, loading and service companies and unloading operations, shipping companies, etc.). Economic transformation, based on the partition of property, forced in a different way to treat the issues of supply, production, transportation and distribution. In the market conditions are considered as complex control systems, where all elements are in fact interrelated and are working towards one goal - timely, high quality, in the required volumes of cargo delivery to the effective functioning and development of national economy (Galaburda et al., 2002).

In order to overcome existing negative trends in the socio-economic development in recent years and provide a new round of growth of productive forces, it is necessary (Simonov, 2004): - To carry out large upfront costs for the development of production and transportation facilities, this will undoubtedly provide a quick payback and high efficiency of non-recurring costs; - The solution of socio-economic problems of regional development should be the main strategic direction and subject to special state investment, pricing, taxation, transportation, structural, regional and social policy.

In the last decade of socio-economic development of regions of Kazakhstan carried out under the following major trends: - Uneven and considerable differentiation of socio-economic development of regions; - The growth in trade ahead of economic development; - Expanding volume, geography and types of transport, in particular, greatly expanded the Kazakh market of container transportation; - An increase of mutual trade between the countries of the CIS (Commonwealth of Independent States) and abroad; - Increase in problems with a capacity of transport corridors; - Low competitiveness of regions in their development.

These developments highlight the creation of regional transport and logistics systems (RTLS) and clusters with the further transformation of them into a single integrated national transport and logistics system (TLS).
International experience shows that in recent integration processes occur mainly in the form of interstate and transnational makrologistichesky systems (MLS). Such a path of integration into the global community is the most effective. Formation of a national MLS will bring a new level of infrastructure development and to strengthen domestic inter-regional ties, which will serve as a catalyst for further economic growth.

Improving the competitiveness of the regions of Kazakhstan is largely dependent on the rational distribution of productive forces, the effective use of transport sector, improvement of transport and economic links regions. Of paramount importance is the problem of forming a support network of transport and development of transport and logistics infrastructure in Kazakhstan.

This is due, first, that has not yet formed a model of the spatial organization of the country, interconnected with the regional design, branch circuits use the most important natural resources and infrastructure, in particular, transport and logistics infrastructure. Second, there are no tools (mechanisms) coordinate the interests of neighboring administrative units (provinces, districts, towns and villages), trans-regional processes.

The role of transport and communications infrastructure is essential to realizing the new challenges of positioning the country and its regions in the world economic system, forming the framework of economic space and the settlement system of the country. The state, according to experts, there is no clear program for the development of terminal and logistics facilities. Each region solves its own problems.

One of the most acute problems in the field of transport infrastructure development in Kazakhstan are administrative barriers and the duration of the licensing procedures by the appropriate regulatory agencies at the state borders in the implementation of terminal traffic (Kenjebayeva, 2007; Construction of industrial and logistics center, 2007).

Summarizing the analysis of problems, you can draw the following conclusions:
- Imperfection of the system, terminal and logistics complexes, except for the transport hub of Almaty. Creation of logistic centers is random. As a result - they have virtually no effect on the quality of transport services;
- Limited range of services of transport and logistics center, narrow range of customers, not their output on the main lines of transportation corridors, and sometimes on the rail network. Public participation in the development of transport and logistics complex is difficult because the creation of the complexes at the expense of private investment and supported by regional authorities. And the latter is often no clear understanding of the perspectives and objectives of the development of such facilities nationwide.

The isolated work of transport and logistics center cannot ensure the effective development of intermodal transport and investment, as evidenced by international experience. The process of creating logistics centers are often without regard to the overall plans for the development of the regions. An example is the transport hub Almaty. At the Almaty region, and now accounts for about 47% of the traffic volume of import and about 18% - export cargo. This region is overloaded transit traffic. And the other regions do not receive the money they could earn only by a competent logistics cargo management;
- Lack of understanding by the officials of the essence and importance of logistics processes. In our opinion, competent government policy in the sphere of transport logistics must improve on this situation, if the foundation created by TLS just put the territorial-administrative unit in Kazakhstan. For example, we have five major economic regions (southern, northern, western, eastern and central). They have become the main logistics centers, among which you can build transportation corridors.

It is for such a scheme is necessary to develop Kazakhstan's transport and logistics network. Today in Almaty region is formed of transport and logistics system.

World practice of establishing a regional center of transportation logistics is as follows: 40% - the state capital, 60% - the capital of private structures. But we are not rushing to private traders and government officials still have not realized their benefits from participation in this process.

Create a full TLS, according to the president of the association "Loginvest" T.Prokofeva, helps to reduce transportation costs by 7 - 20%. Fall by a third the cost of loading and unloading. And the
cost of storage of material resources and finished products can be completely reduced to zero (Prokofeva, 2002).

However, further development of transport and communication infrastructure to facilitate the implementation of national projects for the creation and development of clusters in the regions of the country and considered in terms of addressing the following key tasks:
- provide the shortest and the sustainable yield of domestic producers to foreign and domestic markets with a reduction in transport costs in the cost structure of the economy;
- provision of internal integration, which opens access to the territories and their people to sources of socio-economic growth;
- the most efficient use of transit potential in conjunction with the decision of issues of integration of the country and its regions to outside markets;
- transformation of the country's major transportation hubs in the trade and logistics centers serving the entire Central Asian region.

The current situation in the territorial development of the country is characterized as strong and weak points (Table 1). Nevertheless, there is the potential to become a major transport and logistics hub.

In this connection special importance is the implementation of Territorial Development Strategy of Kazakhstan till 2015.

Table 1 - Analysis of the situation in the territorial development of Kazakhstan

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats (risks)</th>
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<tbody>
<tr>
<td>• a network of transport and communication</td>
<td>• remoteness from major world commodity markets;</td>
<td>• become a nodal integrator of intra-country economic relations, the center of attraction of capital and investment;</td>
<td>• the possible disintegration of economic space by combining underdeveloped transport and communication networks of various kinds of external magnet for regional territorial and economic systems (many more infrastructure projects are aimed at ensuring the transit of the economy and provide a common economic space of the country);</td>
</tr>
<tr>
<td>• Noah infrastructure covering the whole country;</td>
<td>• railways and roads of the country characterized by low bandwidth;</td>
<td></td>
<td>• Competition from neighboring states to form a region of east-west trans-Eurasian trade, economic and transport and communication corridors, as well as from major cities in neighboring states to build cities in the country - regional centers of international integration.</td>
</tr>
<tr>
<td>• Roads and railways are included in the international transport corridors;</td>
<td>• due to intensive wear and destruction of about 30% of the network of public roads in need of major repairs, 75% - does not meet current standards for strength and evenness.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Use of Aktau seaport as an international transport hub;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• availability of the information superhighway, connecting all regions of the country's fiber-optic communication lines.</td>
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<td></td>
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</tbody>
</table>

Source: The Strategy of Territorial Development of Kazakhstan up to 2015 year
The main priority is to improve regional competitiveness through the introduction of mechanisms of cluster development, organization and mobilization of domestic resources.

In this context, more promising for Kazakhstan in the present conditions is a network model of territorial and economic organization, characterized by flexible specialization and the ability to innovate, based on the mobilization of resources across the network using the cluster approach.

As international experience shows, the network model will provide greater stability of the national economy, as its driving force, especially in non-region, will be small and medium-sized enterprises, providing involvement in economic processes over a wide range of economic subjects.

Consequently, one of the most effective mechanisms for the network model is the creation of regional clusters, in particular, transport and logistics. Regional clusters will be created around those areas of activity, in which regions specialize and cover not only the boundaries of existing administrative-territorial units, but the borders of neighboring areas, areas.

In our opinion, one of the problems of transport and logistics cluster (TLC) is to coordinate the efforts of government agencies, transportation companies, manufacturers in the formation of effective schemes to promote products and services to markets. The efforts of communities and areas within regions, as well as some areas will not only focus on building their own clusters, but also participate in regional clusters formed. Based on this model is organized regions, successfully incorporated into a system of global and regional exchanges of goods, finance, labor, technology and information (such as Almaty and Almaty region adjacent areas), which determines their competitiveness.

In Kazakhstan, in the presence of multimodal transport and containerization of cargo transshipments many also address the main objectives of transport - the acceleration of goods movement and reduce associated costs. New types of logistics services (freight forwarding services, sorting and packaging of goods, services, storage of goods in stock, etc.) make it possible to significantly improve the quality of delivery of cargo and passengers.

Therefore, using the principles of economic regionalization, based on the production and transport of generality, we can identify five economic regions with their inherent transport network, forming the basis of local TLS.

For each economic region, the role of each component of the local TLS varies depending on the level of transport development, geographical conditions, the extent of traffic.

Southern region of Kazakhstan - the most developed and inhabited by some of the republic, which is home to about 45% of the population. Arriving by rail and road freight main (25%) is deposited and sent to other parts of the country. In Almaty, there are large railway hub, an international airport, intercity bus, carpool, the system of distribution storage bases, depots open and closed storage, wholesale trade database of food and nonfood products.

TLC serves the region are located the main production of energy, building materials, metal and wood processing, food processing industry. The presence of large deposits of phosphate and uranium ore, and various mineral resources generates an annual flow of goods.

The basic scheme of transport - logistical services: road, rail + road, air.

Almaty hub is a central element in the formation of core transport and logistics network of the country.

Northern region - the only region that has transport facilities with a high density of railways and roads, respectively, 6.53 and 39.5 km per 1,000 sq km territory. The share of consignments of about 43%. The region covers 21% of the country, is home to 25% of the population. Reconstructed values of the international highway Astana-Kokshetau. Northern Railway Trans-Asian Railway is a "gateway" to the incoming traffic from Siberia and China. Transport network is also a navigable Irtysh River from the marina part of the Pavlodar and Petropavlovsk Ishim.

West region - one of the major industrial areas of the country, covering 27% of its territory. There are enterprises of oil and gas industry, natural gas pipelines Zhanaozen-Aktau-Makat - Russia or Zhanaozen-Chelkar-Chelyabinsk.

The area has an extended network of rail and car. Transport network is also the Ural River and the port of Aktau.
TLC of the region represented a major transportation hub - the seaport of Aktau, serving coming from the Caspian region and other regions of the republic cargo.

Applicants to the Ural River cargo sent from Atyrau on the road. Transshipment bases located in Makat, Beineu.

Eastern Region - TLC of the area is associated with maintenance of copper and gold mining companies, coal mine. The transport network is represented by the Irtysh River to the wharves in Ust-Kamenogorsk, Semey, roads of national importance: a) Maikapshagai - Ust-Kamenogorsk - Semey - Pavlodar - Omsk with the release of the second trans-European corridor, b) Ust-Kamenogorsk - Almaty, Taldykorgan, c) Karaganda - Semey - Barnaul.

Central Region - one of the major industrial regions of the republic, takes about 16% of the territory and 19% of the population. The transport network is represented by rail and road.

One of the basic principles of organization of the local transportation system (LTS) is the relationship with main transport systems. Regional issues define the boundaries of the organization LTS implemented on the basis of transport costs or the aggregate expenditures. The main objectives of LTS to be solved at the micro level, at the level of economic area, the following: development of optimal schemes for the delivery of material resources, the optimal allocation of points of accumulation of goods, distribution of traffic between major freight carriers, interaction and coordination of operations between transport modes.

In this regard, each LTS, under certain conditions can be arranged in the transport and logistics. In each LTS allocated transport and distribution units, on the basis of which may subsequently be formed logistics centers (LC). These are towns Temirtau and Shahty. In the process of transformation of the LTS in the logistics are embedding it in the RTLS.

Our analysis of the existing inter-regional and intra-regional transport and economic links, the main directions of export-import and transit can identify potential freight traffic patterns from other regions of Kazakhstan and their distribution over the links of the distribution network (International logistics centers / units in Central Asia, 2009; Transport Strategy of Kazakhstan until 2015 year, 2006).

As seen from Table 2, the import of goods into the Republic is made from different regions of the country, mostly from northern and southern regions. The structure is dominated by petroleum imports (up to 60%), ferrous metals and metal products, construction materials (15%). Significant share of machinery and equipment, manufactured goods and foodstuffs. In the export structure is dominated by coal (56%), oil (25%), forest (6%) and other goods (12%). Most of the exported goods should be in the country and abroad (oil, metals, coal, grain, etc.).

Table 2 - Distribution of cargo (export, import, transit) in the Republic of Kazakhstan by aggregate points (in percentage of total)

<table>
<thead>
<tr>
<th>The direction of origin of goods across regions</th>
<th>Total, %</th>
<th>Including</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Southern</td>
<td>Northern</td>
</tr>
<tr>
<td>Southern</td>
<td>22</td>
<td>25</td>
</tr>
<tr>
<td>Western</td>
<td>11</td>
<td>15</td>
</tr>
<tr>
<td>Northern</td>
<td>46</td>
<td>31</td>
</tr>
<tr>
<td>Eastern</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>Central</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Data of Republic of Kazakhstan Agency on Statistics & The Strategy of Territorial Development of Kazakhstan up to 2015 year
Given the above, in our view, the regional transport policy should be directed primarily to the joint development of transport and logistics infrastructure:

1) The modernization and development of transport infrastructure. This means the integrated development of transport, the introduction of advanced technology and transportation and logistics services, corresponding to international standards. As an immediate action enterprises provide modernization and construction of major port facilities, terminals and logistics transportation and distribution centers in a multi-modal transport hubs, located in the area of attraction for international transport corridor (ITC).

2) The creation of organizational, economic, financial and legal mechanisms for attracting large investments required for the formation of the reference frame of the transport network. Given the enormity of the territory and remoteness from major leading role for rail transport, to which the task of forming a support rail grid based on a large scale implementation of a new transport construction. At the same time it is advisable to gradually develop the road network, river communications, marine and river ports, airports, pipelines, communications and telecommunications systems.

3) The establishment and development of logistics infrastructure (storage facilities, handling equipment, packaging, information technology, automation of transportation and logistics services, etc.).

Dedicated regional aspects and problems of transport services require complex theoretical study of questions of formation of the transport and logistics cluster.

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