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ROLE OF THE TRANSPORT SYSTEM IN STRENGTHENING OF ECONOMIC CAPACITY OF THE COUNTRY

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The transport system is one of the major systems which forms infrastructure of economy on which depends development of all republic sectors, ensuring interrelations of branches of economy, mobility of the population and a manpower.

Government highly appreciates the strategic role of development of railway transport. The head of state Nursultan Nazarbayev in the Epistle to the people of the country "Strategy "Kazakhstan — 2050: the new political policy of the successful state" noted: "We revive the New Silk way, creating the main transport corridor Western Europe — the Western China".

The main objective of transport branch of Kazakhstan as it is noted in Transport strategy is a high which is capable to satisfy needs of economy and the population for transport services [1]. For its realization it is necessary to use fully the arrangement advantage of the country: the transit bridge between Europe and Asia. Kazakhstan in view of the geopolitical situation and economic potential is the active supporter of integration into system of international relations and the participant of global economic processes. Active participation in integration processes in the Euroasian region, the forthcoming accession to the World Trade Organization will allow Kazakhstan to realize more fully the external economic potential in the most competitive sectors of economy. In particular, on sector of transport services these processes can lead to decrease in a share of the market occupied with domestic transportations. First of all, these fears are connected with the insufficient level of competitiveness of the Kazakhstan transportations which are in most cases do not satisfy the international standards of quality of transport services.

Considering modern realities in aspect of modernization of transport and logistics it is possible to allocate major factors of priority of logistics in economic development of Kazakhstan:

1. Geographical position. Such organizations kakUSAID, UNESCAP, TRASEKA and many others, undoubtedly give preference to Kazakhstan as to a transit corridor between the West and the East.
2. Kazakhstan is the raw giant. If to take in a percentage ratio of export to import to RK, it

will leave approximately as follows Import - 45%, Export - 55%. Advantage of one over another is reached due to export of richness of a subsoil of our Republic. So, for 2011 the Ministry of Transport and Communications of RK and the Government of China defined the plan of the commodity turnover for this year passing through railway boundary transition Dostyk station of 16 million tons, from them: export from RK to China is 11 million tons, import from the China to RK is 5 million tons.

3. Infrastructure. This point can be surprising, however Kazakhstan "in inheritance" from the USSR got rather developed and thought over transport infrastructure, other question is its use in the first decade of independence.

Considering a geographical position of the country, and that fact that a number of the international organizations regard Kazakhstan as the strategic player in questions of formation of the international corridors and thus is invested in its development by the large sums, it is possible to declare with confidence that transport in Kazakhstan is one of priority aspects of development. So, for an example we take transit time of delivery of one 40-foot container from China (boundary transition of Alashankou) through Kazakhstan (boundary transition Dostyk) in Russia (boundary transition of Ozinki), and further to Europe as a part of the container train, makes 7-10 days (for an example the minimum makes transit time through the territory of Russia 14 days). The rate for transit of the 40-foot container as a part of the container train along the set route makes 2000 USD (average data), as a part of the container train follows from 40 to 60 containers. The Dostyk station every day can process to 10 such trains. Further arithmetics: 60 containers X 10 trains X 2000 US dollars = 1 200 000 US dollars a day - such sum the transport complex is capable to earn for the country, it is only an example of the railroads [2].

Full functioning of all economic system, successful integration of Kazakhstan into world economy, stable economic and social situation of the country is connected with an effective development of transport. Therefore, the development of transport system is one of priority problems of national economy.

In the international division of labor the special attention is assigned to transport because an opportunity, an efficiency and terms of integration into world economy depend on it. Serving practically all types of the economic relations, the transport organizations participate in processes of implementation of all transactions. Transportation is one of the most important elements of process of expanded reproduction as production can be used only after its delivery to the consumer.

Transport itself directly does not create a material product, but it plays a key role in realization of interindustry and intra-branch communications in a uniform economic complex of the country. It should be understood as the category expressing "primary" relations of production. K.Marx wrote: "Except those things by means of which work influences regarding work and which anyway serve as conductors of its activity, in a broader sense all material conditions necessary in general belong to means of process of work in order that process could be made" [3].

Dynamically developing national economy makes new, more great demands of transport system. In market conditions it turned into one of necessary conditions of implementation of technological process, into the material tool of specialization, cooperation and integration. Transport is not only continuation of process of production, but also the prerequisite of its effective functioning because even small violations in its system immediately affect production, its rhythm, regularity and quality.

Increase of economic growth in the country demands the advancing development of services of transport for satisfaction of a growing demand for transportations at the increasing volume of the made goods. The world practice shows that the gain of industrial production for 1% causes a gain of volumes of transportations for 1,5 — 1,7% [4].

To the transport complex of the republic presented by railway, automobile, pipeline, river and air means of transport is assigned the major part in implementation of intereconomic and interstate communications.

In 2014 the transport branch of the Republic of Kazakhstan achieved growth on the main indicators in comparison with 2013.

Prospects of economic development of Kazakhstan with the expected preservation of growth rates of GDP at the level of 9-10% a year inevitably will entail increase of load of transport system. Especially on infrastructure of the railway and motor transport, playing a key role in industrial and economic processes within the country and in its export-import and transit operations.

Transport and consumers of its services interact in the presence of two social and economic institutes: the market of transport services (mainly free economic relationship in the presence of rules and standards) and the state (administrative) power with the right to carry out and regulate tariff policy and investments into large projects. Practice of the developed countries testifies to not antagonistic coexistence of these two forms which develop supplementing each other.

The organization of passenger traffic in the conditions of economic growth has a great importance for social and economic development of the cities and areas of the republic. Delivery of workers and employees to the enterprises of the city in many respects depends on steady and rhythmical work of passenger transport. The optimum system of the organization of passenger traffic in the conditions of the economic growth and development of new productions causes active mobility of the population in movement to workplaces and vacation spots, provides infrastructure transport development of large industrial and agrarian territories of the country.

The invaluable role in development of transport infrastructure is played by public financing which is strong incentive for further development of economy in general. Because the development of all branches of economy stimulates the further growth of transport services, and improvement of the sphere of passenger transport positively influences rise in growth rates of economic development.

Taking into account extensiveness of the territory and high transit potential, competitiveness of economy of Kazakhstan depends on development of transport infrastructure of each region. Especially a need of the balanced development of transport system of regions is actual and the strengthened interaction of the central and local executive bodies for questions of state regulation of transport activity at preservation of a tendency to decentralization.

Around the world the logistics in itself is very profitable segment. The world market of transport logistics is estimated at 2,7 trillion US dollars, i.e. about 7% of world GDP. In the developed countries the share of transport logistics makes somewhere 13-14% of GDP. So in Ireland this indicator reaches 14,2%, in Singapore — 13,9%, Hong Kong — 13,7%, in Germany — 13%. It testifies that these countries pay special attention to development of this sector as one of sources of the national income [5]. According to the data of Committee of Statistics of RK, the share of logistics is approximately 8% in Kazakhstan.

Table 1. Structure of GDP by the production method

NACE (final draft)	9 months of 2013	2013	1 quarter of 2014	Janua ry-June of 2014
Production of goods	39,8	39,1	39,2	39,0
Agriculture, forestry and fishing	4,6	4,6	1,9	2,2
Industry	29,4	28,4	33,6	31,6
Mining and quarrying	16,9	15,5	19,8	18,5
Manufacturing	10,5	10,9	11	10,7
Electricity, gas, steam and air conditioning supply	1,7	1,7	2,5	2,1
Water supply; sewerage, waste management and remediation activities	0,3	0,3	0,3	0,3
Construction	5,8	6,1	3,7	5,2
Production of services	52,8	54,2	53,7	54,1
Wholesale and retail trade; repair of motor vehicles and motorcycles	16,0	15,4	14,0	15,9

Transportation and storage	7,3	7,8	7,7	7,7
Accommodation and food service activities	0,9	0,9	1,0	0,9
Information and communication	2,4	2,7	2,1	2,2
Financial and insurance activities	3,1	2,7	3,2	2,9
Real estate activities	7,3	8,6	8,4	7,9
Professional, scientific and technical activities	4,2	4,3	5,6	4,8
Administrative and support service activities	1,8	1,8	2,1	2,0
Public administration and defence; compulsory social security	2,2	2,0	2,3	2,4
Education	3,3	2,9	3,7	3,5
Human health and social work activities	2,1	1,6	2,1	2,1
Arts, entertainment and recreation	0,7	0,7	0,7	0,7
Other service activities	1,5	2,8	0,8	1,1
Activities of households as employers; undifferentiated goods and services-producing activities of households for own use	0,0	0,0	0,0	0,0
Total for branches				
FISIM				
Gross value added	92,6	93,3	92,9	93,1
Net taxes on products and imports	7,4	6,7	7,1	6,9
	100,0	100,0	100,0	100,0

Source: Ministry of National Economy of the Republic of Kazakhstan Committee of Statistics

It is possible to note with confidence that transit potential needs to be considered as a point of economic growth of the country. For this purpose it is necessary to provide increase of appeal and improvement of transport and logistics operations on any kind of transport taking into account granting full range of services, the offer of competitive tariffs, further improvement of corridors for transit freight traffics on a constant, linear, a basis where passing terms, the cost and system of use of these corridors, the organization and development of optimum conditions and infrastructure for the entering and leaving freight traffics, with the subsequent local distribution to terminal points of appointment will be accurately determined. It should be noted that it still not the complete list of tasks which need to be executed as much as possible to use the transit capacity of Kazakhstan. If it is made, Kazakhstan considerably will benefit from a contribution of transport logistics to economic development.

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