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## **Main trends and development concept of the transport and logistics system of the Republic of Kazakhstan**

Kazakhstan, as you know, is the ninth largest country in the world. Located in the heart of the Eurasian continent at the junction of the borders of Europe and Asia, our country has a high transit potential. Taking into account the growth in the volume of freight traffic between a large producer China and a significant consumer Europe during the period of overcoming the consequences of the global crisis, the main goal of Kazakhstan's transport policy remains the further creation of a Eurasian transcontinental bridge. With a complex of road and rail networks, air routes, as well as a strategically important port in the city of Aktau on the Caspian Sea, Kazakhstan is able to use the existing national transit resource to ensure uninterrupted Eurasian transport communication. The importance of the development of the country's transport and logistics system is noted in the messages of the President of the Republic of Kazakhstan.

The dynamic pace of economic development, as well as the expected entry of Kazakhstan into the World Trade Organization and the growing needs of the domestic market pose new challenges for the country's economy. The head of state, in his annual Address to the people of Kazakhstan, noted seven key clusters that determine the long-term specialization of the economy in non-resource sectors. Among them, transport logistics was also noted, which in the future should adequately meet the needs of the economy and the population in freight transportation and successfully compete in world markets: the development of transport and logistics infrastructure will be carried out within the framework of the

formation of macroregions on the principle of hubs. At the same time, the infrastructural framework will connect the macroregions with Astana and with each other by main roads, railways and airlines according to the beam principle. First of all, the main road projects need to be implemented. This is Western China - Western Europe; Astana-Almaty; Astana-Ust-Kamenogorsk; Astana-Aktobe-Atyrau; Almaty - Ust-Kamenogorsk; Karaganda - Zhezkazgan - Kyzylorda; Atyrau-Astrakhan. It is also necessary to continue the creation of a logistics hub in the east and maritime infrastructure in the west of the country. A large-scale ferry crossing from the port of Kuryk and the Borzhakty-Ersay railway line will contribute to an increase in the export potential in the western direction through the ports in the Caspian. At the same time, the Government of the Republic of Kazakhstan was instructed to study the issue of construction or lease of terminal facilities in dry and seaports of China, Iran, Russia and the European Union countries.

Taking into account the forecasted increase in traffic volumes and the level of motorization in the near future, today there is an urgent need to take effective measures to prevent an increase in transport accidents and ensure the safety of transport processes.

In order to implement the transport security policy, the state must ensure, on the one hand, liberalization, simplification of procedures, and on the other hand, transparency, control and prevention.

To improve the safety of transport processes, it is necessary:

- improving the efficiency and consistency of monitoring the technical condition of vehicles;
- increasing the effectiveness of control over compliance with established road safety rules;
- creation of a unified system of personnel training, confirmation of compliance and licensing of activities to ensure safety in all types of transport;
- active introduction of modern, highly reliable technology and equipment, diagnostic and repair tools;
- increasing the level of professional training of transport operators;

- ensuring the compliance of technological processes for the organization and implementation of passenger and cargo transportation with established requirements;

- collection, processing and analysis of information about transport accidents in order to timely identify the causes and take measures to prevent and reduce the number of such accidents.

Another important aspect of the successful development of transport processes in the Republic of Kazakhstan is the modernization of the legal framework.

In particular, in matters of transport cooperation between Kazakhstan and the countries of Central Asia, a number of problems should be highlighted, the solution of which requires a multilateral format of interaction between the countries of the region. For example, the lack of uniform standards and an institutional and legal framework impedes the unification of tariffs for passenger transportation on domestic and interstate communications, the formation of a common customs policy of the region's states in the field of transport and communications, the improvement of the taxation system for transport enterprises, and the improvement of the technical condition of the region's transport infrastructure as a whole. Therefore, the countries of the region need to create favorable legal and economic conditions for the transportation of goods through the territories of the states of the region.

In general, the analysis of the state of integration cooperation between the Republic of Kazakhstan and the countries of Central Asia in the field of transport communications allows us to conclude that currently the main unresolved problems remain issues of unification of customs, tax and tariff policies of the region's states in the transport sector. In addition to geopolitical factors, various approaches to transport policy, the emergence of an impressive gap in the liberalization of the transport sector, and the growing technological gap between the states of the region are becoming increasingly evident.

The solution of these and other problems requires an integrated approach and mutual consideration of interests, on the basis of which the countries of the region could create a mutually beneficial preferential treatment in the field of transport cooperation. At the same time, it is paramount to take concrete measures at the

interstate level aimed at deepening the integration interaction of transport complexes of Kazakhstan and the countries of Central Asia, the formation of competitive tariff rates for transportation, the efficient use and further development of the transit and transport potential of the states of the region.

In this regard, the institutional and legal framework for ensuring the state transport policy of the Republic of Kazakhstan is assigned a leading role and it is they that should contain the conditions for direct action, since the existing shortcomings and contradictions of some provisions of regulatory legal acts are the main deterrent and reason for the insufficiently effective functioning of the transport industry and spheres of production adjacent to it. During the years of independence of the republic, the institutional and legal basis of the state transport policy has been replenished at the expense of various sources, which can be conditionally divided into two groups.

The first group of sources is legislative acts and normative legal acts adopted by the Government of the Republic of Kazakhstan aimed at institutionalizing the transport policy of the state, as well as by-laws adopted in the manner prescribed by law by the competent state body that regulates and exercises control and supervisory functions in the transport sector.

The second group of sources is the concept and strategy of the main directions for the development of state transport policy for the medium and long term. These policy documents can be classified as a common vision and a guide to action, undertaken at the national level, taking into account the trade, economic, foreign policy, geopolitical and military-political interests of the state.

In order to codify the existing legislation of the Republic of Kazakhstan in the field of transport and communications, improve the regulation of the transport and communication complex, create conditions for the equal development of all forms of business and the development of the transport services market, as well as strengthen legal relations in the transport sector, the Government of the Republic of Kazakhstan has been developed and submitted to consideration of the Mazhilis of the Parliament of the draft Transport Code of the Republic of Kazakhstan.

These policy documents, in general, can be characterized as conceptual and normative legal acts and provisions aimed at defining and detailing the strategic vision for the development of state transport policy. A more detailed study of issues related to the development of the transport industry and state policy in the transport sector was carried out in the concept of the Transport Strategy of the Republic of Kazakhstan until 2025. At the conceptual level, this document defines a wide range of tasks that determine the development of state transport policy.

However, in the above strategic and program documents, there is a lack of an integrated approach, ambiguity in the mechanisms and timing of implementation. All this indicates a close relationship between the state transport policy and other state bodies. In general, the development of the country's common economic space largely depends on the degree of development of the transport infrastructure of each individual region of the Republic of Kazakhstan. Therefore, the success and effect of initiatives and projects carried out within the framework of the Transport Strategy of the Republic of Kazakhstan will ultimately depend on how unified the order and conditions for the development of the transport infrastructure of the country's regions will become.

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