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SECTION 27. Transport

PROBLEMS AND PROSPECTS OF LOGISTICS DEVELOPMENT IN KAZAKHSTAN

Abstract: *The article the modern approaches to the determination of the state and prospects of development of the theory of transport logistics are described in detail. Based on the conducted studies, system analysis, the author justifies the algorithm of operational planning of the transportation process, based on the logistic approach.*

Key words: transport, logistics.

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Introduction

Transport Logistics is a kind of catalyst for industrial development, its improvement is of great importance for our country. This process is the pillar on which interstate integration is built. And Kazakhstan, an active supporter of various integration processes, has an important advantage - its geopolitical and economic resources make it possible to successfully realize the transit potential as the most optimal option for land transportation between Asian countries and Europe [1].

The urgency of logistics in our time can be explained by several factors:

- economic, since now the main priority of the company is to search for opportunities to reduce production costs and distribution costs in order to increase the company's profit and quality, provide services to the consumer; therefore, in the conditions of developing market relations, the principle of "settlement + benefit + consumer" leads to an increase in the importance of logistics;

- informational, since informatics connects the closest images to the market and logistics, as the subject, means and component of logistical processes are information flows;

- technical, because the technical factor is manifested in the fact that logistics as a management system, its subjects and objects develop on the basis of technical achievements in the warehousing and management (in the automation and computerization

of management), providing a decisive success on commodity rankings.

Materials and Methods

It should be noted that logistics shows the reserves of improving the economic indicators of business entities. So, the application of logistics in the sphere of production allows: 1) to reduce stocks along the entire flow of material flow; 2) reduce the time of goods passing through the supply chain, reduce transportation costs; 3) reduce the costs of manual labor and related costs for operations with cargo [2].

Transport logistics is the movement of the required quantity of goods to the desired point by the optimal route for the required time and with the lowest costs. One of the most famous concepts of transport logistics is the concept "just in time" (jbst-in-time, JIT). It is based on a fairly simple logic of supply of products, in which the material flows of material resources are carefully synchronized with the need for them, given a temporary and production schedule for the output of finished products [3].

Using the system (jbst-in-time, JIT) allows you to deliver material resources or finished products to a specific point in the logistics chain at the very moment when they need it. Many modern logistics systems using this system are oriented to short components of logistic cycles, which requires a rapid reaction of the links of the logistics system to the



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change in demand and, accordingly, the production program.

The result of using the transport logistics system is a high probability of fulfilling the "six logistics rules": the right cargo, in the right place, at the right time, in the required quantity, with the required quality, with minimal costs. Experts consider the following tasks to be solved by transport logistics:

- the creation of transport systems, including transport corridors and transport chains;
- ensuring the technological unity of the transport and warehousing process;
- joint planning of transport process with warehouse and production;
- determination of the rational route of cargo delivery;
- selection of the type and type of vehicle, etc.

There are two basic approaches to the organization of the transport process:

- 1) traditional;
- 2) logistic, with the participation of the multimodal transport operator [4]. It should be noted that in modern global conditions, logistics plays a key role in the industrial development of states.

In a number of countries, the government first made a bet on the development of logistics as the main factor in stimulating industrial development. In the Republic of Kazakhstan, this tool can also bring a significant economic effect to the industrial breakthrough: - Firstly, it is the stimulating logistics service for existing and new enterprises within the framework of the State Enterprise FEIP of the Republic of Kazakhstan.

This includes speeding up, simplifying and reducing the cost of domestic transport while supplying raw materials, delivering finished products to the consumer, transporting long distances, to hard-to-reach areas; - Secondly, it is national expert services, i.e., logistics, which stimulates the attraction of transit through the territory of Kazakhstan; - Thirdly, logistics that contributes to the activation of investment processes in the country's economy, ie, the external effects of logistics, when a foreign partner decides on the implementation of investment projects in the territory of Kazakhstan due to the developed logistics system

In the Message of the Head of the State to the people of Kazakhstan "Strategy" Kazakhstan - 2050 ": the new political course of the held state" the task is set to double transit transportations through Kazakhstan by 2020 and 10 times - by 2050 "It is important to focus attention on leaving the country to create production transport and logistics facilities, "Nursultan Nazarbayev emphasized [5]. The State program for the development of transport infrastructure until 2020 is aimed at practical implementation of these key tasks. Kazakhstan, being at the junction of international corridors, has

all the prerequisites to become the main logistics link connecting Europe and Asia. JSC "NC KTZh" is the basis for the formation of a multimodal logistics operator of a transnational scale with a full sector of assets and competencies. The multimodal company will include the seaport of Aktau, FEZ "Khorgos-Eastern Gate", airports, terminal network of Kazakhstan. In the Republic of Kazakhstan, systemic work is carried out to improve the quality of transport services. This primarily reduces transport time, reduced transportation costs, tariff optimization, cargo safety and, importantly, the preparation of quality human resources, which is designed to ensure the normal operation of the entire logistics system. About 70% of all transportation in the republic is by rail. In this regard, the President of the Republic of Kazakhstan, Nursultan Nazarbayev, set the task of creating a transport logistics cluster. At present, the seaport of Aktau has been transferred to the trust management of the national company JSC "Kazakhstan Temir Zholy", the issue of transferring the company to a number of large terminals in airports and automobile terminal complexes is being decided. At present, the market of logistics services in the Republic of Kazakhstan is young.

Sectors of freight forwarding and warehousing services are represented by a large number of companies that provide "traditional" services for transportation and warehousing of cargo flows, and the service sector for integration and supply chain management is not developed enough. One of the main factors hindering the establishment of logistics companies in the Republic of Kazakhstan is the acute shortage of modern warehouse terminals. Specialized companies can develop ideal schemes for the movement of goods, but without the appropriate logistics infrastructure - the network of modern warehouse complexes on the serviced territory - the chain will be unreliable at one weak link. The nature of modern business requires a rapid turnover of inventory and fast execution of orders. To meet these requirements, the logistics system must be flexible.

Today in the city and suburbs, according to various expert data, there are from 200 thousand to 1 million square meters. m of storage space. However, most of them are former production premises or bases. Such facilities do not meet international requirements and can not provide the necessary conditions for the possibility of providing a complex of modern logistics services. Without the construction of an appropriate infrastructure, both the development of transit through the territory of Kazakhstan and the development of transport logistics are impossible.

Governments of many countries rely on the development of logistics, which is the main factor for stimulating economic development. In modern conditions, logistics is given a key role for the country's industrial development, since all freight



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traffic in Kazakhstan and the goods delivered from Kazakhstan depend on the correct logistics schemes. Particularly important is the fact that an integral component of successful economic development is the implementation in practice of the internal component - the Logistic Map of Kazakhstan. This planning tool for the entire transport and logistics system makes it possible on a long-term basis for many industrial enterprises to make income and expenditure forecasts, implement long-term marketing policy, and financially and stably take into account all the positive factors. Its structure should be suitable both for business in general, and for individual companies and government agencies. An important external tool should be the implementation of the project "Kazakhstan - New Silk Road", aimed at the Kazakh transit. Kazakhstan here will have several advantages at once, the main of which are: delivery time, freezing of finance and time; a route that will mainly pass through the territory of China, as well as the construction of a green corridor - the Trade and Transport Hub and an important factor - the historical route of the Silk Road.

Conclusion

It can be noted with confidence that transit potential should be considered as a point of economic growth of the country. With this purpose it is necessary to provide increase of appeal and creation of the advanced effective transport - logistical system to the CIS, perfection of transport - logistical operations on any kind of transport in view of granting a wide spectrum of services, the offer of competitive tariffs, the further perfection of corridors for transit freight traffics on a constant, linear, a basis where terms of passage will be precisely certain, cost and a system of use of the given corridors, the organization and development of optimum conditions and infrastructures for entering and leaving freight traffics, with the subsequent local distribution up to terminal points of purpose.

It is necessary to note, that it is still far not the full list of problems, which need to be executed as much as possible to use transit potential of Kazakhstan. If it will be made, Kazakhstan considerably will win from the contribution of transport logistics to economic development.

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