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ТЕХНОЛОГИЯЛЫҚ СЫЗБАЛАРДЫ ЖӘНЕ ТАЗАРТУ ҚҰРЫЛЫСТАРЫНЫҢ ҚҰРАМЫН ТАҢДАУ

Аңдатпа

Қазіргі уақытта қоршаған ортаны қорғау, су ресурстарын сақтау және тиімді пайдалану мәселелері негізгі маңызды проблемалардың бірі болып табылады. Бұл мәселені шешудің бір жолы-табиғи және ағынды суларды тазарту мен өңдеудің технологиялық процестерін жетілдіру. Сонымен қатар, халықты сапалы ауыз сумен қамтамасыз ету үлкен әлеуметтік және санитарлық-гигиеналық маңызы бар және халықты жұқпалы

аурулармен жұқтырудың алдын алатын проблема болып табылады. Тұтынылатын ауыз судың сапасын жақсарту және оны ұтымды пайдалану үшін ауыз сумен жабдықтау объектілерін салу, ауыз суды дайындау және беру кезінде қазіргі заманғы технологияларды, жабдықтар мен материалдарды одан әрі енгізу қажет.

Мақалада технологиялық схемалар мен тазарту қондырғыларының құрамын, реагент ерітіндісін дайындауға арналған қондырғыларды таңдау, сондай-ақ су тазарту қондырғылары, олардың құрылымдары және жұмыс принциптері қарастырылады.

Түйінді сөздер: экологиялық жағдай, су ресурстары, технологиялық процестер, тазарту құрылыстары, су сапасы.

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SELECTION OF TECHNOLOGICAL SCHEMES AND COMPOSITION OF TREATMENT FACILITIES

Abstract

Currently, the issues of environmental protection, conservation and efficient use of water resources are one of the main important problems. One of the ways to solve this problem is to improve the technological processes of purification and treatment of natural and wastewater. In addition, providing the population with good-quality drinking water is a problem of great social and sanitary importance and preventing the infection of the population with infectious diseases. To improve the quality of drinking water consumed and its rational use, it is necessary to further introduce modern technologies, equipment and materials in the construction of drinking water supply facilities, preparation and supply of drinking water.

The article discusses the selection of technological schemes and the composition of treatment facilities, installations for the preparation of reagent solutions, as well as water treatment facilities, their designs and principles of operation.

Keywords: ecological situation, water resources, technological processes, treatment facilities, water quality.

BBK 81.2

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HOW KAZAKHSTAN'S TRANSPORT INDUSTRY IS DEVELOPING

Abstract

This article discusses the features and problems of developing of the transport sector in the Republic of Kazakhstan, which needs further reform. The entry of the Republic of Kazakhstan

into the club of the most developed countries of the world implies the advanced development of the transport complex of the Republic, since it provides stable satisfaction of the transport needs of the national economy and population. The transport and logistics system of Kazakhstan, on the one hand, depends on existing external factors, on the other – is still in the process of formation. External factors shape the demand for services in the transport and logistics sector, but the existing problems do not fully contribute to the growth of this industry. In the context of growing international cooperation, the transport and logistics sector requires further modernization and expansion of infrastructure capacity in the near future. There is a need to review domestic policies regarding incentives for existing transport and logistics system facilities, such as rail and road connections and logistics centers. In addition, the lack of financing for small and medium-sized businesses does not ensure the growth of the transport industry.

Keywords: transport, fare, passenger transportation, railway transport, transport infrastructure, air transport, transport industry.

Introduction.

Transport has always been, is and will continue to be an important branch of the country's economic and political life. The vast territory of Kazakhstan, the low population density, the remoteness of localities from each other, the growing processes of integration and globalization in the world make it one of the priority areas of development in the country.

Kazakhstan occupies the ninth largest territory in the world, and in such conditions, transport becomes the only way to overcome long distances between regions, this applies to both cargo transportation and the movement of people. It is also known that the country does not have access to the seas and oceans, except for the Caspian Sea, and as a result, the main share of all traffic is accounted for by land transport [1].

At the end of 2018, the transport industry provided the country with 8.3% of the total volume of gross domestic product produced. According to the operational data of the statistics Committee of the Ministry of national economy of the Republic of Kazakhstan, the country's GDP by production method amounted to about 58.8 trillion tenge at that time.

In General, 4.1 billion tons of cargowere transported across the country last year, while in 2008 the volume of such transportation was almost half as much.

The number of people who used the services of Kazakhstan carriers amounted to 23 billion people. But exactly 10 years ago, this figure was noticeably lower and reached only 11.3 billion people. Another important indicator of this industry is cargo turnover and passenger turnover.

Thus, cargo turnover refers to the volume of work of transport for the transportation of goods, which is expressed in ton-kilometers (km) and is defined as the sum of the products of the weight of each batch of cargo transported by the distance of its transportation.

In turn, the passenger turnover of transport is determined by summing the products of the number of passengers of each carriage by the distance of transportation in kilometers. The unit of measurement is the passenger-kilometer (PCM).

Cargo turnover in the Republic has grown over the past 10 years from 369.8 billion km by 61.2% to 596.1 billion km in 2018.

Passenger traffic for the same period in 2018 equated to 281.5 billion PCM, and in 2008 only to 127 billion PCM. Last year's figures increased by as much as 121% compared to the level of a decade ago.

When analyzing some indicators in the regional context, it is worth noting that the leaders in cargo transportation in the past year were Karaganda, East Kazakhstan and Kostanay regions. So, these three regions accounted for almost 43% of the total cargo transported....

Main part.

The current budget policy provides for partial subsidization of passenger transportation, and does not provide for state obligations to subsidize railway transport entities as suppliers of socially significant services (objects of low-functioning railway infrastructure).

Since 2005, the Republic of Kazakhstan has introduced the practice of state subsidies for passenger transportation. In the period from 2010 to 2015, the annual amount of allocated subsidies amounted to an average of 9 billion tenge. In addition, the losses of passenger transportation were partially covered by providing JSC "NC "KTZ" (National Company "Kazakhstan Temir Zholy") with a temporary reduction coefficient to the tariffs for MHS services (main railway network) in the amount of 0.01, as well as setting the tariff for locomotive traction services for passenger transportation below cost [2].

The lag in the pace of railway development from the current needs of the economy and population is due to the following problems: The economic policy that has allowed for many years cross-subsidizing passenger transport at the expense of freight, as well as other sectors of the economy (mining, construction and agro-industrial complex), due to the fall in railway tariffs relative to price increases, leads to the "washing out" of industry assets and deterioration of the quality of the state's transport infrastructure. Accumulated depreciation of the industry's fixed assets creates a risk of loss of technological stability of railway transport. The efficiency of railway transport, the existing range, availability and quality of services provided to users, and the level of innovation in the business do not fully meet the current market requirements. To ensure the development of the industry and the economy as a whole, improve the efficiency and quality of services, and attract investment in asset renewal, it is necessary to implement a set of measures to reform the economic model and institutional structure of the industry. Opening of borders and liberalization of national legislation in the field of transport regulation have led to broad access to the domestic market of transport services for foreign subjects of the transport process, expanded the use of international trade routes through the land territory, air and sea space of the Republic of Kazakhstan.

The transport sector is gradually becoming a stable source of replenishment of the national budget, which largely determines the socio-economic development of regions located at important and key points of the country, i.e., on the territory of which the main array of transport routes and cargo flows runs. The growth rate of the transport sector of the economy in January 2015 to January 2014 is 106.9%. Currently, the railway transport of the Republic of Kazakhstan is one of the most steadily developing sectors of the country's economy. Transportation of goods over long distances is carried out in Kazakhstan mainly by rail, which is characterized by high carrying capacity at a relatively low cost of transportation, large investments in the construction of Railways, which pay off only with significant attraction of transport flows. Railway transport currently performs 11.7% of the total volume of cargo transported and 57.7% of cargo turnover.

Effective state management of the transport sector solves a wide range of tasks. These include the following tasks. First, maintaining a unified state transport infrastructure while creating conditions for the active involvement of the private sector in the development of competitive sectors of the transport system. Second, creating favorable conditions for improving the competitiveness of Kazakhstan's transit routes. Third, active use of the transit potential of the Republic of Kazakhstan. Fourth, development of mechanisms for antitrust regulation of mergers of enterprises operating in a potentially competitive environment with enterprises of the natural monopoly sector, for example, within the framework of the Transport strategy of the Republic of Kazakhstan until 2016. Fifth, ensuring financial transparency of all types of economic activities of transport enterprises and the transport complex. Work will be carried out to improve the current legislation in order to adapt it to the current and future processes of restructuring in the transport sector, and to introduce new forms of economic relations.

The transport and communication complex of the Republic of Kazakhstan is a high - tech, competitive, compliant with international standards, safe for the participants of the transport process, organically integrated into the world transport system, transport and communication

complex, capable of harmoniously linking the interests of the economy, national security, geopolitics, business for the benefit of society and the state.

The Ministry of Transport and Communications of the Republic of Kazakhstan forms and implements an effective state policy of the Republic of Kazakhstan in the field of transport and communications in order to ensure the rapid development of the transport and communication complex and fully meet the needs of the economy and society in affordable and high-quality transport services.

In the Address to the people of Kazakhstan "Kazakhstan – 2030. Prosperity, security and improvement of the well-being of all Kazakhstanis" The Head of State set the task:

Kazakhstan should become a part of the global transport and communication system, which will require us to advance the development of the entire transport infrastructure of the country.

In solving this task, the Ministry of Transport and Communications of the Republic of Kazakhstan is the authorized body that forms and ensures the implementation of the state policy in the field of transport.

The transport and communication complex of the Republic of Kazakhstan combines railway, automobile, water, aviation, as well as various other types of technological transport [3].

Railway industry. The length of the main railway network – 14,205. 4 kilometers, electrified railways – 4,143. 5 km, 29.6%). The deployed length of the main tracks is 19.1 thousand kilometers, station tracks-more than 6 thousand km. Of the total length, 10,547 km is equipped with auto-blocking, 8,816 km-dispatch centralization. The main railway network is served by 130 branches with more than 56 thousand people. In 2007, rail transport accounted for 57.4 % of the country's total freight turnover.

In the period from 2001 to 2006, the Government adopted and implemented two Programs for the restructuring of the industry. Within the framework of the programs, non-core assets were removed from the structure of JSC "NC "Kazakhstan Temir Zholy", repair and maintenance enterprises were brought into the competitive sphere, a market for freight car operators was created (40% of the freight car fleet is located in 190 private companies), as well as forwarding services (70 companies provide support for 75% of cargo transportation). The Law "On Railway Transport" was adopted and the regulatory framework for the functioning of the industry in market conditions was created, since 2005, subsidizing the losses of passenger carriers from the republican budget was started.

At the same time, there is a loss of rates for such bulk cargo like coal, iron ore, agricultural products (transportation of these goods are key to the structure of transportation is 50%). The losses of passenger carriers operating on socially significant routes (about 40%) are not fully subsidized from the republican budget, and the problem of updating the passenger car fleet has not been solved.

In this regard, in accordance with the instructions of the Government in 2007, the Ministry, together with the relevant state bodies, developed a Plan of comprehensive measures for the development of the railway industry until 2011. Main objectives of the Comprehensive Action Plan:

- creating favorable conditions for the development of competition and the regulatory framework.
- ensuring equal access to rail transport services.
- attracting private investment in infrastructure development.
- improving the tariff policy and regulatory framework.

In 2007, investments in the railway industry amounted to 138,626 million tenge, of which [4]:

- own funds – 86,337 million tenge (including 9.5 billion tenge for the construction of the Shar – Ust-Kamenogorsk railway line);
- borrowed funds – 42,859 million tenge;

- funds of the republican budget – 9,430 million tenge (subsidizing passenger transportation).

By the end of 2012, it is planned to improve 3,000 km of the mainline network, purchase 500 locomotives and 23,000 freight cars.

The main measures of the state were aimed at financial support for entrepreneurship, which is especially relevant in times of crisis. To increase the Kazakh content in contracts, it is necessary that the Ministry of Industry and Trade of the Republic of Kazakhstan monitors the dependence of regions on imported components in priority sectors, including the transport complex.

According to the results of the first half of 2009, the share of Kazakhstani content in the purchases of national companies belonging to the Samruk-Kazyna group reached 63%, and the 8 largest companies (KTZ, KazMunayGas, Kazatomprom, Samruk-Energy, KEGOC, Kazakhtelecom, Air Astana, Kazpost) account for 90% of all purchases of the holding. As of August 1, 2009, all NWF companies signed procurement contracts for 1.2 trillion tenge, including with domestic companies – for 993.6 billion tenge (83%), and payment under the contracts amounted to 411.9 billion tenge.

Thanks to this, the suppliers of national companies created 1,452 additional jobs.

FND "Samruk-Kazyna" practices not only one-time contracts, but also long-term cooperation with domestic producers for a period of 10 years. Thus, KTZ JSC signed a 10-year warranty agreement with KSP Steel LLP (for the production of rails with an annual purchase volume of at least 65 thousand tons starting from 2012 in the amount of about 150 billion tenge, as well as an agreement with Vostokmashzavod for the purchase of 10 sets of large car castings.

The macroeconomic situation in the country is gradually stabilizing, creating prerequisites for the post-crisis development of the transport complex and other sectors of the economy through the implementation of 30 major projects with a total cost of 324 billion tenge, including in the energy sector – 1 project, chemistry – 7, oil and gas industry – 4, metallurgy – 2, pharmaceuticals and tourism – 1 project, railway and telecommunications industries – 3 projects. In the case of their implementation, 45 thousand units will be created at the construction stage jobs, after putting the facilities into operation – more than 10 thousand [5].

To maximize the potential of local producers, plans have been adopted to increase the Kazakh content in the purchases of national companies. For their implementation, a program has been developed and approved to increase the share of the Kazakh component in the volume of inventory purchased for the needs of, for example, JSC "NC "KTZ" and its subsidiaries for 2009-2013, during which it is planned to increase the share of products of domestic enterprises in purchases from 70 to 95%. As part of the development of the program, together with the akimats of the regions, Almaty and Astana, a list of domestic producers in the number of 1123 enterprises was compiled.

In the context of the subjects of the transport complex, the highest share of Kazakhstan's content should reach in the road industry – 96% (the amount of funding – 238 billion tenge); in the water industry (including sea transport) economy – 88% (funding 101 billion tenge); in the railway industry – 79% (total investment of 23.2 billion) and the civil aviation industry is 36% (funding of 26.6 billion [6].

Within the framework of the program, special attention is paid to the development of railway engineering. It is planned to increase by 18 times the volume of products and materials of the upper structure of the track and bring this figure from 9.8 billion tenge in 2008 to 174 billion tenge in 2013. A map of the placement of orders and productive forces in all regions of the republic has been compiled [7].

Together with the "National Welfare Fund "Samruk-Kazyna", the government has placed orders in all regions of the country, so that the enterprises of each region can participate in the implementation of national projects.

The length of railways in Kazakhstan exceeds 14 thousand km. Fifteen junction points (11 – with Russia, 2 – with Uzbekistan, 1 – with Kyrgyzstan, 1 – with China) connect the railway system of Kazakhstan with neighboring states. As part of the Transport Strategy, 1.6 thousand km of new railway sections will be built in Kazakhstan by 2015 and 2.7 thousand km of existing railway sections will be electrified.

The construction of the Dostyk – Alashankou border railway crossing between Kazakhstan and China and the opening of the Serakhs – Mashhad railway crossing between Turkmenistan and Iran opened new transit corridors along the Great Silk Road route: from the Pacific ports of China – Lianyungang, Qingdao, Tianjin – to Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Iran, Turkey, to the ports of the Mediterranean and the Persian Gulf. Today, cargo is moving at full speed along this entire route, through Kazakhstan. Kazakhstan also has a network of highways with a length of more than 88 thousand km. Five international automobile routes with a total length of 17 thousand km pass through Kazakhstan. Today, all regional cities of Kazakhstan have a road connection with all district centers and settlements. The investment policy is aimed at the modernization of existing and construction of new roads of international and local significance. Due to the large geographical extent of Kazakhstan, air transport plays a significant role and often has no alternative. Kazakhstan has 22 major airports, 14 of which serve international transportation. The transit of cargo and passenger air transport between Europe and Asia is of great importance for the industry [8].

Factors that slow down the development of the transport and logistics system of Kazakhstan:

1) Insufficient level of lending to the transport industry.

In order to implement structural reforms and ensure economic growth, state programs provided for lending to basic industries and large-scale modernization of transport infrastructure.

The result of the modernization of infrastructure was a structural change in the economy. The share of the transport and logistics industry in the structure of the gross domestic product (hereinafter referred to as GDP) increased to 8.3% in 2018 from 7.9% in 2014. In the period from 2015 to 2017, the annual average GDP growth (in current prices) of the transport and logistics industry in monetary terms amounted to 11.5%, reaching a volume of more than 4.442 billion tenge.

The average annual growth in the volume of lending to the transport industry for the period from 2014 to 2018 amounted to 8.1% and in 2018 reached more than 593,275 million tenge. However, the ratio of the level of lending to the GDP of the transport and warehousing industry has been declining since 2015 and in 2018 decreased to 12.2%. (see Figure 6). The decrease in lending volumes since 2015, which is due to problems in the banking sector of Kazakhstan. As a result, small and medium-sized businesses are less involved in the stages of the transport and logistics chain.

2) Increase in prices for services of the transport and logistics system of Kazakhstan.

The geography of the transport and logistics system is characterized by large distances between cities, which inevitably affects the cost of services. Thus, in recent years, Kazakhstan has seen an increase in prices. Since 2014, the price for the transportation of goods by all modes of transport has been continuously increasing throughout the country. In 2018, the increase was 18.5%.

During the study period, large fluctuations in prices for these services are observed in the industrialized regions of Kazakhstan, which leads to an increase in the costs of enterprises for transport services.

On the one hand, an increase in prices against the background of an increase in demand is a pattern, especially for those regions where there is transport and logistics activity. However, on the other hand, in the long term, this may contribute to a reduction in demand. At the same time, the transport and logistics system of Kazakhstan is characterized by a weak development of the

logistics component, which may become a factor in the preference of other countries for other routes for transportation.

The number of warehouses in Kazakhstan increased to 65 in 2017, while in 2015 it was 50 units. The total warehouse area in Kazakhstan at the beginning of 2017, according to the estimates of the Eurasian Commission, was 13004.0 thousand square meters.

However, it should be borne in mind that prices for transport and logistics system services are formed mainly from external factors: the pricing policy of the UES players and changes in the legislation and requirements of the UES.

3) Reduction of the number of railway rolling stock.

In Kazakhstan, there is a reduction in the number of freight cars owned by the national carrier company by almost 10% in 2017 compared to 2014. At the same time, there is a tendency to reduce the number of all types of freight cars: the number of covered cars decreased by 11.16%, gondola cars by 1.58%, platform cars by 32.41%, tank cars by 9.31%, and other cars by 24.51%. Thus, the total number of freight cars in 2017 was 54,925 units.

This trend reduces the ability to transport goods of intra-republican social significance and negatively affects the ability of Kazakhstan to regulate and control the flow of goods coming from foreign markets. On the other hand, such a situation involves a national company in a competitive environment and in the long term can have a positive impact on the entire railway transport and logistics sector. The total number of cars of private companies for the same period increased by 5.81% and in 2017 amounted to 75,496 units.

At the same time, there is a decrease in the number of locomotives. The number of locomotives in 2017 decreased by 160 units compared to the indicator in 2014: diesel locomotives decreased by 133 units, electric locomotives by 28. (Statistics Committee of the Ministry of National Economy).

The number of automatic trains, an important component of railway maintenance, has slightly decreased. In 2017, the number of automotris was 291 units, compared to 315 units in 2014. At the same time, according to the Statistics Committee of the Ministry of National Economy, the operational length of public railways of the Republic of Kazakhstan (excluding railway lines of the Republic of Kazakhstan passing through the territory of other states and railway lines of other states passing through the territory of the regions of Kazakhstan) increased from 14,492 kilometers in 2014 to 15,765 kilometers. Against this background, the number of accidents on railway transport increased to 154 in 2017 [9].

Given the importance of the transport and logistics system for Kazakhstan as a country with a high transit potential, we recommend the following.

Develop a draft program for the development of the transport and logistics system, taking into account the specifics of international trade in Kazakhstan, including the Road Map. At the same time, it is necessary to analyze customs tariffs.

To study the political and economic risks associated with the involvement of the transport and logistics system of Kazakhstan in the global transport infrastructure.

Consider the possibility of creating a Direct Investment Fund to ensure the development of transport and logistics business with the participation of interested countries. A striking example of the use of funding for the transport and logistics system is the experience of European countries, where financing schemes are aimed at the integrated development of the entire system, including investments in innovative technologies.

To analyze the possibility of providing tax incentives for small and medium-sized enterprises involved in the planning of international logistics networks and processes. For example, the reduction of corporate tax rates for logistics companies-residents of the Republic of Kazakhstan, which have warehouses of category "A".

Evaluate the possibility of providing subsidies for companies using innovative technologies in the transport and logistics industry.

Assess the risks of the railway transport system and explore the possibility of separating infrastructure and transport to reduce the monopoly on the railway transport market. At the same time, it is necessary to consider the possibility of creating a vertically integrated company in terms of providing railway transportation services [10].

Transport and consumers of its services interact in the presence of two socio-economic institutions: the transport services market (mainly free economic relations in the presence of rules and standards) and the state (administrative) authorities with the right to implement and regulate tariff policies and investments in large projects. The practice of developed countries shows the non-antagonistic co-existence of these two forms, which are developing, complementing each other.

Conclusion.

In conclusion we can say that the formation of the National transport infrastructure will be implemented by different methods, the main of which will be political and direct financial support, provision of investments the state guarantees the implementation of state and regional programs of complex development of corridors based on sectoral development programs, which in turn will be developed based on a comprehensive forecast of development of the transport complex.

Currently, road transport in Kazakhstan is moving from one management system to another. Instead of centralized industry management, a new system of state regulation of motor transport is gradually being formed, which is adequate to market conditions. It is characterized by a combination of administrative and economic management levers, which are based on licensing and certification mechanisms.

Over the past 10-15 years, the monopoly of state-owned enterprises has been virtually eliminated in motor transport. Almost three-quarters of large and medium-sized road transport enterprises have been privatized. As a result of corporatization and privatization, this sector has largely been removed from direct subordination to the State.

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ҚАЗАҚСТАННЫҢ КӨЛІК САЛАСЫ ҚАЛАЙ ДАМУДА

Аңдатпа

Мақалада одан әрі реформалауды қажет ететін Қазақстан Республикасының көлік саласын дамытудың ерекшеліктері мен проблемалары қарастырылады. Қазақстан Республикасының әлемнің неғұрлым дамыған елдерінің клубына кіруі республиканың көлік кешенінің қарқынды дамуын болжайды, өйткені ол халық шаруашылығының және халықтың көліктік қажеттіліктерін тұрақты қанағаттандыруды қамтамасыз етеді. Қазақстанның көлік-логистика жүйесі, бір жағынан, қазіргі сыртқы факторларға байланысты, екінші жағынан-әлі де қалыптасу процесінде тұр. Сыртқы факторлар көлік-логистика секторында көрсетілетін қызметтерге сұранысты қалыптастырады, бірақ қазіргі проблемалар осы саланың өсуіне толық көлемде ықпал ете алмайды. Халықаралық ынтымақтастықтың өсіп келе жатқан жағдайында көлік-логистика секторы таяу уақытта инфрақұрылымдық әлеуетті одан әрі жаңғыртуды және кеңейтуді қажет етеді. Теміржол және автомобиль қатынасы және логистикалық

орталықтар сияқты көлік-логистика жүйесінің жұмыс істеп тұрған объектілерін ынталандыруға қатысты ішкі саясатты қайта қарау қажет. Бұдан басқа, шағын және орта бизнесті қаржыландырудың болмауы көлік саласының өсуін қамтамасыз етпейді.

Түйінді сөздер: көлік, тариф, жолаушылар тасымалы, теміржол көлігі, көлік инфрақұрылымы, әуе көлігі, көлік саласы.

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КАК РАЗВИВАЕТСЯ ТРАНСПОРТНАЯ ОТРАСЛЬ КАЗАХСТАНА

Аннотация

В данной статье рассматриваются особенности и проблемы развития транспортной отрасли Республики Казахстан, которая нуждается в дальнейшем реформировании. Вступление Республики Казахстан в клуб наиболее развитых стран мира предполагает бурное развитие транспортного комплекса Республики, поскольку обеспечивает устойчивое удовлетворение транспортных потребностей народного хозяйства и населения. Транспортно-логистическая система Казахстана, с одной стороны, зависит от существующих внешних факторов, с другой – все еще находится в процессе формирования. Внешние факторы формируют спрос на услуги в транспортно-логистическом секторе, но существующие проблемы не в полной мере способствуют росту этой отрасли. В условиях растущего международного сотрудничества транспортно-логистический сектор в ближайшее время нуждается в дальнейшей модернизации и расширении инфраструктурного потенциала. Необходимо пересмотреть внутреннюю политику в отношении стимулов для существующих объектов транспортно-логистической системы, таких как железнодорожное и автомобильное сообщение и логистические центры. Кроме того, отсутствие финансирования малого и среднего бизнеса не обеспечивает роста транспортной отрасли.

Ключевые слова: транспорт, тариф, пассажирские перевозки, железнодорожный транспорт, транспортная инфраструктура, воздушный транспорт, транспортная отрасль.

УДК 658.8

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ПРОБЛЕМЫ ГРУЗОПЕРЕВОЗОК ЖЕЛЕЗНОДОРОЖНЫМ ТРАНСПОРТОМ КАЗАХСТАНА