ОСНОВНЫЕ НАПРАВЛЕНИЯ СОВЕРШЕНСТВОВАНИЯ ПРОЕКТНЫХ РАБОТ ТРАНСПОРТНОЙ ИНФРАСТРУКТУРЫ

THE MAIN DIRECTIONS OF IMPROVING THE DESIGN WORK OF TRANSPORT INFRASTRUCTURE

УДК 656

Байтаракова Бота Динасиловна, магистр наук, старший преподаватель, НАО «Жетысуский университет имени И. Жансугурова», Талдыкорган, РК

Baitarakova Bota Dinassilovna, Master of Science, Senior Lecturer, "Zhetysu University named after I. Zhansugurov" NP JSC, Taldykorgan, Kazakhstan king_bara@mail.ru.

Аннотация

В статье расширяются теоретические представления о транспортной инфраструктуре. Учитывая межотраслевой и двойственный характер транспортной инфраструктуры и ее специфические особенности в виде предоставления транспортных услуг, в отличие от преобладающих отраслевых подходов, транспортная инфраструктура представлена по матричному принципу, в основе которого лежит системообразующий фактор реализации транспортных услуг в различных отраслях экономики. Проанализировано текущее состояние транспортной инфраструктуры Казахстана. Предложена модель управления транспортной инфраструктурой региона, основанная на распределении функций между различными уровнями управления. Эта модель позволяет скоординированно реализовывать проекты на различных уровнях и повышать конкурентоспособность регионов.

Annotation

The article expands the theoretical understanding of the transport infrastructure. Taking into account the intersectoral and dual nature of transport infrastructure and its specific features in the form of providing transport services, in contrast to the prevailing sectoral approaches, transport infrastructure is presented according to the matrix principle, which is based on the system-forming factor of the implementation of transport services in various sectors of the economy. The current state of the transport infrastructure of Kazakhstan is analyzed. A model for managing the transport infrastructure of the region is proposed, based on the distribution of functions between different levels of management. This model allows for the coordinated implementation of projects at various levels and to increase the competitiveness of regions.

Ключевые слова: экономическое развитие, интеграция, планирование, транспортная инфраструктура, управление проектами.

Keywords: economic development, integration, planning, transport infrastructure, project management.

The economic transformations taking place in Kazakhstan impose new requirements for the development and functioning of transport infrastructure. In this regard, the development and functioning of transport infrastructure at the present stage can be considered as a strategic way to create a material and technical base to ensure structural transformations that contribute to the economic and social growth of the country as a whole and its regions in particular. To achieve this goal, it is necessary to ensure effective management, which consists in organizing and implementing organizational and economic transformations taking into account new development trends [1].

For Kazakhstan, which occupies the 9th place in the world in terms of territory size, transport is associated not only with cargo transportation, but also with the development of regions, the solution of many social problems, such as employment, reducing inflationary pressure on prices, improving the quality and standard of living of people, etc.

The analysis of the main characteristics, properties, functions, features and tasks of the transport infrastructure has shown that the main criterion for its separation from the regional economic system is its functions implemented by providing services to all economic entities of the region and creating favorable conditions for its further development. The undeveloped relations of economic entities in the management of transport infrastructure identified in the work can negatively affect the socio-economic situation of the region.

Before considering the issues of improving the management of the transport infrastructure of the region, it is necessary to determine its place in the socio-economic system of the region. In contrast to the widespread industry approach, in which transport infrastructure is understood as a set of material and technical objects, the transport infrastructure is considered as an organizational and economic open system, which is a subsystem of the regional economy, which is part of various branches of the production and non-production sphere, establishing institutional conditions and connections between them and providing transport services to both the sectoral structure of the regional economy and the social sphere [2].

Material and methods of research.

In the process of the study, General research methods were used: methods of analysis of financial statements: horizontal, vertical, ratio, comparison, and others.

To study the transport infrastructure in Kazakhstan were used the following methods:

- review of the legal and regulatory framework;
- analytical method;
- study of foreign experience;
- possibility of using public-private partnership instruments;
- collection and processing of statistical data.

Results and discussion

In international terms, the solution of these issues is also in demand due to the fact that the development of transit and logistics between East and West is a very important

issue, since Kazakhstan is located on the path of all land routes from Asia to Europe, which will eliminate barriers to international cargo transportation [3].

In this regard, the improvement of transport infrastructure is recognized as one of the important directions of the state program of accelerated industrial and innovative development of the country. The State program of infrastructure development "Nurly Zhol" for 2020-2025.

The main objectives of the state program are to create a modern transport and logistics system on the territory of Kazakhstan, providing high and efficient transport connectivity within the country, increasing cargo flows through the territory of the republic and coordinating the work of all types of land, sea and air transport.

In addition, it is planned to develop local transport infrastructure in the regions, as well as ensure integration into the global transport system [4].

As a result, the implementation of the state program will allow for the reconstruction and repair of 30 thousand km of highways and 8.2 thousand km of railway lines. It is expected that by 2025, 81% of the railway tracks will be assessed as good, 19% - satisfactory. In addition, it is planned to upgrade 650 locomotives, more than 20 thousand freight cars and 1 thousand 138 passenger cars. Also, according to the Program, major repairs of all 302 railway stations are planned in the country until 2025.

The program also provides for measures to increase regular bus routes. At the moment, 75% of rural settlements with more than 100 people are covered by regular bus routes. By 2025, it is planned to provide 100% coverage by opening 300 additional routes. In addition, it is planned to bring all bus stations and bus stations into compliance with the requirements of national standards [5].

As part of the development of the airport network in the country, 11 of the 18 existing airports will be reconstructed: in 5 of them, the reconstruction of the runway and passenger terminals is planned, in 6 – the reconstruction of only passenger terminals. In addition, 75 new international air services will be opened until 2025.

The capacity of seaports will increase by 40% by 2025, reaching 20.5 million tons.

Achieving these indicators will increase cargo turnover by 1.6 times, passenger turnover by 1.5 times, and the volume of transit cargo by 2 times. At the same time, Kazakhstan will rise from 86th to 40th place in the LPI logistics efficiency index.

In a crisis, as world experience shows, there is a reorientation of economic policy. Support should be given to those industries that create the greatest multiplier effect on economic growth and employment. Such an industry is the development of the transport and logistics system, therefore, the previously adopted program will not be curtailed in this industry, but purposeful work will be carried out to implement all the tasks set. To this end, it was instructed to allocate 81 billion tenge in 2020 to complete the construction of the first complex of the "dry port", the infrastructure of the special economic zones "Khorgos – Eastern Gate".

The creation of the so – called "dry port" within the framework of the FEZ "Khorgos-Eastern Gate" is also considered an important project for the formation and expansion of the country's export and transit potential in the eastern direction. This year, the main work is focused on the construction of the "dry port" itself, laying the infrastructure for the logistics zone, where the main work of the terminals will be formed.

At present, management system of the transport infrastructure in Kazakhstan assumes, for the optimal use of the existing infrastructure, to introduce long-distance. The introduction of new technical systems on rolling stock does not require much time and is much more cost-effective than the design and construction of new infrastructure. The results of the research in the decision to build a high-speed railway in Kazakhstan are of practical use. Increase speed of passenger trains operated on railway lines requires the implementation of numerous construction activities on the reconstruction of track facilities etc. Introduction of high-speed traffic of passenger trains does not impair the dynamic preparation of the working area of the subgrade.

All this indicates the feasibility of the introduction of innovative methods of the management system of the transport infrastructure in Kazakhstan and their undoubted impact on the national economy of the Republic of Kazakhstan.

Conclusion

Thus, the main tasks are to improve the quality of transport and logistics services to the world level and the availability of global communication routes for Kazakhstan's exports, increase transit through the country, reduce the transport component and increase the competitiveness of Kazakhstan in the global market as a whole. Thus, in our opinion, the organizational and economic mechanism for managing the development and functioning of transport infrastructure is a complex set of forms, methods, tools of organizational, economic, technical and legal impact on the process of providing transport services.

When developing and adjusting socio-economic development programs, based on the geopolitical situation, it is necessary to include measures aimed not only at regional and interregional transport infrastructure, as well as measures taking into account international requirements for transport infrastructure, reflected in the White Paper "Transport-2050"adopted by the European Commission in March 2011. This document contains proposals for the development of projects in the field of transport development and defines the policy for the development of a single transport space.

Список источников

1. Бота Д. Байтаракова, Райхан К. Турысбекова, Фаррух А. Гаджиев, Жулдыз К. Субебаева, Макпал Т. Сырлыбаева, Бархудар Ш. Гусенов. (2018). Использование принципов проектного финансирования как эффективного инструмента управления транспортной инфраструктурой (с использованием элементов государственно - частного партнерства). Эспасиос. Том 39 (Номер 19). Страница 42.
2. Гобман С. (1986). Основы управления международным бизнесом. Энглвуд-Клиффс, Нью-Джерси. Р. 335.
3. Исаенко Е. П., Нусупбекова Г. С. (2011). О необходимости реконструкции земляного полотна магистральных железных дорог Казахстана // Инновационные технологии в развитии транспортно-коммуникационного комплекса Казахстана: Материалы междунар. науч.- техн.конф. Конф.- Алматы: КИПС, с. 19-22

4. Кенжегузин М. Б. (2005). Транзитный потенциал Казахстана: реальность и перспективы // Материалы международной конференции "Перспективы Центральной Азии как транзитного моста между Европой и Китаем", КИСИ, Алматы, 26 апреля.
5. Коншин Г. Г. (2011). Динамические параметры дорожного полотна на автомобильной дороге / / Инновационные технологии в развитии транспортно-коммуникационного комплекса Казахстана: Сб. междунар. науч.- техн. Конф.- Алматы: КИПС, С. 15-19.

List of sources

1. Bota D. Baitarakova, Rayhan K. Turysbekova, Farrukh A. Gajiyev, Zhuldyz K. Subebaeva, Makpal T. Syrlybaeva, Barkhudar Sh. Gussenov. (2018). Using the principles of project financing as an effective instrument of management of transport infrastructure (Using elements of public - private partnerships). Espacios. Vol. 39 (Number 19). Page 42.
2. Gobeman S. (1986). Fundamentals of International Business Management. Englewood Cliffs. NJ. P. 335.
3. Isaenko E. P, Nusupbekova G. S. (2011). On the necessity of reconstruction of the roadbed of the mainline Railways of Kazakhstan // Innovative technologies in development of transport-communication complex of Kazakhstan: Proceedings of the int. scientific.- tech. Conf.- Almaty: KIPS, P. 19-22
4. Kenzheguzin M. B. (2005). Transit potential of Kazakhstan: reality and prospects // Materials of international conference "Prospects of Central Asia as a transit bridge between Europe and China", KISI, Almaty, 26 April.
5. Konshin G. G. (2011). Dynamic parameters of the roadbed on the highway / / Innovative technologies in the development of transport and communication complex of Kazakhstan: Wr. intl. scientific.- tech. Conf.- Almaty: KIPS, P. 15-19.