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Transportation as a factor of sustainable development of economy and foreign trade

The article discusses the new Silk Road, as an actual problem. In contrast to the Silk Road, the new Silk Road is more efficient and more popular the world. The last decade of the XX century were marked by large-scale economic, political and social processes that have had and continue to have their impact on the economies of its qualitative characteristics. Causing significant changes in the economy, they form a new, more diverse and multivariate steps and ways of its development. In some ways we can see how for economic development between Kazakhstan and China are better than others. The data showed several methods and the advantages and disadvantage to know about it immediately. In this case choose the best method for development Economy and Foreign Trade. The article considers the ongoing activities for the integration of transport assets, backbone infrastructure, and Kazakhstan terminals into a single complex.

Key words: the new Silk Road, economic development, Kazakhstan and China, the economy, international trade.

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Транспорттық инфрақұрылым экономиканың және сыртқы сауданың тұрақты дамуының факторы ретінде

Мақаланың өзектілігі Жаңа Жібек жолын қарастырады. Жаңа Жібек жолы тарихи салыстырымда тиімді болып табылады. XX ғасырдың соңғы он жылдығы мемлекеттер экономикасына және олардың сапалық сипаттарына әсер еткен және өз ықпалын әлі де болса тигізіп жатқан көлемді экономикалық, саяси және әлеуметтік процестермен сипатталады. Экономикада өзгерістерді туындату арқылы олар дамудың әр түрлі жолдарын қалыптастырады. Жаңа Жібек жолы Қазақстан мен Қытай экономикасына әсер ететін ең маңызды фактор болып табылады. Мақалада екі елдің экономикалық артықшылықтары қарастырылады. Экономиканың даму әдістері көрсетілген. Жаңа Жібек Жолы бойынша көлемді инфрақұрылымдық жобалардың жүзеге асуы Қазақстан үшін халықаралық нарықтарға жол ашады, аймақтарға инвестиция тартудың құралы болып табылады. Мақалада Қазақстанның транспорттық активтерін, магистральдік инфрақұрылымын және терминалдарын бірыңғай жүйеге келтіретін іс-шаралар қарастырылған.

Түйін сөздер: Жаңа Жібек Жолы, экономиканың дамуы, Қазақстан және Қытай, экономика, сыртқы сауда.

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Транспортная инфраструктура как фактор устойчивого развития экономики и внешней торговли

Статья рассматривает Новый Шелковый путь и его развитие. В отличие от Великого Шелкового пути, новый шелковый путь является более эффективным. Последние десятилетия XX века ознаменовались масштабными экономическими, политическими и социальными процессами, которые оказали и продолжают оказывать свое воздействие на экономику стран, его качественные характеристики. Вызывая существенные сдвиги в экономике, они формируют новые, более разнообразные и многовариантные ступени и пути его развития. Новый Шелковый путь является одним из важных факторов, влияющих на экономику Казахстана и Китая. В статье рассматриваются экономические преимущества для обеих стран. Оцениваются методы развития экономики. Реализация масштабных инфраструктурных проектов по созданию Нового Шелкового создаст для Казахстана уникальные возможности доступа на международные рынки, станет мощным инструментом привлечения инвестиций в регион. Рассматриваются реализуемые мероприятия по интеграции транспортных активов, магистральной инфраструктуры и терминалов Казахстана в единый комплекс.

Ключевые слова: Новый Шелковый путь, развитие экономики, Казахстан и Китай, экономика, внешняя торговля.

**TRANSPORTATION
AS A FACTOR OF
SUSTAINABLE
DEVELOPMENT OF
ECONOMY AND
FOREIGN TRADE****Introduction**

The plan of China is – to justify and build a new economic zone on the new Silk Road, and to cooperate with the guide Offshore integration of consistent practice. The main objective of the new Silk Road is to achieve cooperation and total winnings. With the development of China's economy, the goal of building Chinese transport system was to achieve a new significant progress. Especially in recent years [1].

In September, 2013, Xi Jinping gave a speech on the economic zone of the concept of the new Silk Road in the University in the name of Nazarbayev in Kazakhstan and on the board of the thirteenth meeting of the Shanghai Cooperation Organization (SCO). Later, once it appeared widespread concern in the domestic and the international public.

Today, with the rapid development of China's economy, economic theory, and with the beginning of the new Silk Road, the study of the lines and forms of transport is becoming increasingly important in the world. From the study of the current theoretical point of view, research on the relationship between the two countries on the new Silk Road, there is a great value for us. For the development of economy, transport plays a very important role in the world and so many ways of transportation [2].

The infrastructure of the transport- one of the types of infrastructures, collection of all industries and transport companies as performing the transportation and ensuring their implementation and maintenance.

The whole development of civilization is characterized by the desire of people to communication and contact, so the possibilities of movements are critical to the human development [3]. The human activity can be represented as a combination of several functions of the territory: accommodation, work, social services (schools, theaters, ...), leisure and ecological environment. The movement of people and goods is due to the transport function, it is a necessary part of the binder. Its development usually corresponds to the level of development of the territory of the other functions. This is true at any scale – from small villages to large regions [4].

In the world we have the most modern types of cargo: Air transport (air delivery), sea river transport (ocean shipping), ground

transportation: rail, road and pipeline transportation. These species are known and the most modern views of the world, because they have their own formula to transport goods from one place to another [4].

1. Air transportation

Air transportation – a concept that includes both own aircraft and necessary for their operation infrastructure: airports, control and technical service and the quickest form than the other transports.

2. Sea transportation

Sea transportation—a kind of water transports. For maritime transport includes any vessel capable of moving on the water surface, as well as just being afloat and to perform certain functions at the same time associated with the transportation, handling, storage, processing of various cargoes; transportation and passenger service.

3. Railway transportation

Railway transportation—a kind of ground transportations, a transportation of goods and passengers which is carried out wheeled vehicles by railway. Unlike the road transportation, where the vehicle is moving at a prepared surface, rail transportation directed ways by which it comes [5].

In many countries, the length of the railway network is reduced. This helps to ensure mutual benefit between the two countries, and does not waste time or money.

According to the Prime Minister Serik Akhmetov expressed in November last year at the III International Rail Business Forum Strategic Partnership 1520: Central Asia -« 1520 in the vanguard of Eurasian trade », the volume of cargo transit through the territory of Kazakhstan in 2020 will increase to 35 million tons compared to the current 16.5 million tons. Such a result can be achieved through the already implemented and implemented infrastructure projects [6].

4. Automobile transportation

A major role of road transports in the transport market of the country is due to its specific features advantages over the other modes of transports. The most effective use of the sphere of road transports are short range transportations. The average distance of transportation of 1 ton of cargo is 20-24 km. In this context, the share of road transport in the total cargo turnover is about 6% [5].

5. River transportation

River transportation – the transportation of carrying cargo and passenger vessels on inland waterways, both natural (rivers, lakes), and in artificial (canals, reservoirs). Transportation of the Caspian Sea for maritime transport, although in fact it is a sea lake (the biggest in the world) [7].

The share of transportation by river transport of passengers is very low [4]. This is due to the fact that, being very cheap at low speeds (20-30 km / h), the cost of transportation by river transport is greatly increased when traffic at speeds of 50-60 km / h, which allow to compete with other modes of transport (road and rail) [8].

River transportation has a very important role in the economic development in Kazakhstan, because the regions under the ground of Kazakhstan are a lot of speeches. And all kinds of transportations will be used here, including river and sea, traditionally occupies a small share in the total turnover. In this end, countries have established national transportations and logistics company's, which will combine rail, sea, air and road transportations and amending existing legislation [9]. In the opinion of professional associations, the planned changes will increase the size of the fleet is not less than 2.5 times that can give a multiplier effect the development of the domestic economy. Considering the favorable geographical location of the country, we can not ignore the global trends, seeking to expand the transit potential.

Traditionally, water transportation plays a minor role in the economy of the country. The main reason is the limited scope of its activities on a territorial basis, and seasonal work. While marine transportation transports mainly oil and raw materials. However, the expansion of the CPC pipeline, after which the volume of oil transportation through Aktau seaport will be greatly reduced (today “black gold” – the most common form of trans-shipment is three quarters of the total volume) and the diversification of our economy are forced to revise the transport infrastructure management issues [10].

6. Pipeline transportation

Pipeline transportation – is an engineering structure, intended for the transport of gases and liquids, dust and diluted mass and solid fuel and other solids in solution under the influence of a pressure difference in the cross sections of the pipes [8].

When it's talking about the transportations in Kazakhstan, it's sure to learn about the river and pipeline transportations, because Kazakhstan is the largest landlocked countries in the world, he had almost no sea transportations, so other types of transportations are considered to be more important for Kazakhstan.

After seeing these modes of transportations, we can learn about how they work and you can see what are their advantages and disadvantages, and you can compare them with each other and find out what kind is more suitable for different loads [11].

Look at the table below and I'll tell you about the main modes of transport, their advantages and disadvantages.

The pipeline transportation accounts for the bulk of oil exports, so the implementation of the export pipeline project is of particular importance.

Table 1 – The length of main pipelines, km [12]

	2003	2004	2005	2006	2007	2008	2009	2010
Pipelines – total, including	16896	16828	16783	16264	16264	16295	20345	20180
Gas pipelines	10138	10138	10138	10138	10138	10138	13071	12269
Oil pipelines	6758	6690	6645	6126	6126	6157	7274	7912

Table 2 – Transportation of goods through pipelines million. Tons [12]

	2003	2004	2005	2006	2007	2008	2009	2010
Goods – total, including	166,1	179,4	192,0	192,2	193,8	195,8	162,9	193,9
Gas	114,6	118,3	126,3	122,0	119,7	119,2	82,1	89,4
From it – transport	110,8	114,2	121,6	116,7	113,8	112,5	67,8	71,8
Oil	51,5	61,1	65,7	70,2	74,1	76,6	80,8	104,5

In the present time, for different goods need a different form of transport. And the means of transport to help us to develop the economy. Through the different modes of transport, it is easy to provide trade between countries [4].

In the total volume of transported goods in 2010 the share of water transport was 0.3% in turnover – 0.8%, which corresponds to parameters of 1985-1990. More than 80% in the volume of cargo transportation by water carried by sea, in the amount of turnover the share of maritime transport reached 97.5% in 2010 [12]. Currently, the country registered around 1,200 sea and river vessels, of which 74 are passenger (6.6%). Of those considered fit for swimming 48 vessels. The average age of passenger vessels is not more than 25 years. Transportation of passengers and goods by private shipowners to 530 ships of various types. A significant problem in the sector of river transport is the wear of technical fleet, constituting 85.0%. Work on its renewal and modernization phase. In recent years, the trend of rapid growth in the number of small vessels in the country (from 10283 units in 2001 to 29019 in 2011) [14].

On average, across the sea ports of Kazakhstan annually reloaded about 4-5 million tons of cargo.

Main nomenclature of goods are oil, metal, grain, container, stone rock and other goods. Dynamics of sea freight traffic for the period 2007-2011 is characterized by continuous growth, reached 4.6 times. Increase in turnover for the relevant period is more than 10 times.

Thus, the transport system coordinated regional development, is the most important part of one of the basic conditions for regional industrial development, support for regional socio-economic development of the system, too, is the main method of communication between the domestic economic system and external countries [13]. The system offers the best conditions for economic development, as well as contribute to the rapid and healthy development of regional economy, resulting in tremendous benefits for society and the economy, at the same time contribute to building a harmonious society and a comprehensive well-off society. It is worth noting that the coordinated development in the region requires a strong regional transportation system to support and guide [15]. On the other hand, the development of regional economy helps to promote the development of transport on the contrary. They help each other.

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