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PROBLEMS OF TRANSPORT AND LOGISTICS COMPANIES AT THE PRESENT STAGE OF ECONOMIC DEVELOPMENT

Abstract: *This article discusses the development of the transport and logistics policy of the state and the development of logistics in general. Despite the fact that the state is making every effort to develop this area, there are a lot of unresolved problems. Kazakhstan is a transit state, but you should not limit yourself to this direction and consider not only mega projects, but also «real» investments. The economy of any state depends on the «circulatory system», which is transport logistics. Drastic changes in supply chain management are needed, specialists and personnel are needed, it is necessary to increase the level of development of transport science and education. In the state transport programs, it is necessary to create conditions for the development of export-import transportation, reducing transport costs, increasing efficiency and improving the quality of intra-republican logistics.*

In the article, the authors share their vision of improving the indicators of the LPI logistics efficiency index in Kazakhstan, which is an integrated indicator of the quality and efficiency of the transport and logistics complex (TLC) in a particular country. In 2018, according to this assessment system, Kazakhstan ranked 71st in the world. First of all, it is proposed to improve and structure approaches to the development of transport infrastructure. It is recommended to make any decisions based on a scientific approach, professional forecast, careful analysis, avoiding a situation where administrative decisions are made first, and then feasibility studies are «adjusted» to them. Currently, various forms of attracting and using capital from outside are used for the reconstruction of the transport and communication complex, since for effective integration into the world space, Kazakhstan first of all needs to create conditions that provide access to the sea and ocean coast.

Keywords: *transport logistics, infrastructure, system, efficiency, methods, programs, innovations, investments.*

■ Introduction

Transport largely determines the pace of economic development of a country, it is not by chance that it is called the «circulatory system» of the economy. At the same time, it is obvious that in order to create the maximum multiplier effect, it is necessary to ensure the accelerated development of the transport system in comparison with other sectors of the economy. The concept of industrial and innovative development of Kazakhstan until 2025 states: «the development of industry requires the advanced development of transport and logistics infrastructure».

In Kazakhstan, great attention has always been paid to the transport industry, the objective prerequisites for this were virgin lands consisting of natural resources and multimillion grain crops. Since 1992, a serious structural reform has been carried out in the country, market conditions for the provision of transport services have been created, and the system of freight forwarding services is actively developing. Today, thanks to the adopted programs, significant investments are being made in the development and modernization of transport infrastructure. For example, one can note the achievements in the development of the transit potential of a country located in the center of the Eurasian continent. Kazakhstan's latitudinal land corridors connecting Asian producers with European consumers have been formed and successfully compete in the transport market. In recent

years, a project has been widely implemented to organize regular rail container transportation in the China – Western Europe connection. The Chinese initiative of the joint project «One Belt, One Road» has found active support both in Kazakhstan and in Russia.

The list of successfully implemented projects can be continued, there are many of them, but I would like to draw the attention of readers and specialists of the transport and logistics complex to the analysis of existing problems, reserves and opportunities for further development of the industry. In this regard, let us turn, first of all, to the internationally recognized assessment of the work of the transport system of Kazakhstan from the point of view of foreign experts of the World Bank. Such an assessment is an LPI rating-an index of the level of logistics efficiency, which is published every two years by the World Bank and is an integrated indicator of the quality and efficiency of the transport and logistics complex (TLC) in a particular country. In 2018, according to this assessment system, Kazakhstan ranked 71st in the world, which is 6 points higher than in 2016, and is the best indicator among the countries of the Eurasian Union. According to the indicator «efficiency of customs and border clearance» Kazakhstan has risen from 86 to 65 position. The indicator «timely delivery of goods» has significantly improved, we have moved from 92nd to 50th place. At the same time, the quality of the transport infrastructure of the Republic of Kazakhstan, according to the World Bank experts, occupies the 81st position, and in terms of «tracking the location of vehicles» - the 83rd place, in terms of «the level of organization of international transportation» – the 84th place, and in terms of the quality of transport services and the competence of specialists in the field of transport - took 90-the 3rd place among countries. In order to find and implement ways to improve the work of the transport and logistics complex of Kazakhstan based on the results of a comprehensive analysis of the World Bank, it is necessary to activate the reserves of the entire scientific, technical and intellectual potential of the country. In this regard, having, in our opinion, some considerations and constructive suggestions, I would like to share them with readers and specialists.

■ The purpose

is to consider the problems of transport and logistics companies at the present stage of economic development.

■ Research methodology

To achieve the purpose and objectives of the study, such methods of project implementation as induction and deduction, control, generalization, structuring of information, systematization of information, factor analysis, forecasting, planning, structural analysis were used.

■ Results and discussion

1. Analysis of the development of the TLC of Kazakhstan and its industries, including analysis of the current economic situation in Kazakhstan, internal and external factors affecting the development of the transport and logistics complex.

2. Discussion of the results of the study with business (investors, carriers) and government agencies.

3. Long-term prospects for the development of modes of transport and CLC in general until 2030.

The work of many scientists, such as D. D. Bowersox [1], D. D. Kloss, Johnson D. [2], D. L. Wardlow, D. M. Wood, D. R. Stock, D. F. Lambert [3], Waters D. [4], V. A. Anikina [5], is devoted to the problem of logistics services research. J.S. Raiymbekova [6] and others.

Modern authors consider such issues as the impact of the development of transport infrastructure, integrated network economy, etc.

For example, G. Berulava believes that the promotion of liberalization reforms in the telecommunications, rail and road transport sectors will stimulate the expansion of manufacturers' export activities [3].

S. Bensassi, L. Márquez-Ramos and other researchers prove that the quality of infrastructure, the capacity of logistics facilities in the country, as well as the number of individual operators and the degree of their specializations play an important role in the development of business strategies aimed at increasing the country's share in the international market [4].

I. Makarov, A. Sokolova came to the conclusion that the application of the logistics approach in the management of export-import trade flows has become particularly relevant at the present stage of economic development. This is due to the strengthening and expansion of foreign economic relations of the state and the dynamic expansion of horizontal ties between economic entities of the partner countries [5].

The transport system plays an important role in the life of independent Kazakhstan. On the one hand, this is due to the large area (2725 thousand km²), low population density (on average 6 people /km²), the fragmentation of raw materials and production resources. In these conditions, the transport and communication complex (TCS) ensures the territorial integrity and unity of the economic space.

The geographical position of the country in the center of the Eurasian continent, far from capital with the main labor markets, leads to an inevitable increase in the transport component in export-import operations and, as a result, to a slowdown in the pace of entry into the world economic system. At the same time, the geopolitical position of Kazakhstan between the large-scale and dynamically developing markets of Europe, East and Southeast Asia is capable of internally leveling this situation by attracting transcontinental transit to the territory of the country. Logistics with efficient cargo transportation can play an important role in increasing the competitiveness of Kazakhstan's economy, reducing import and export costs, thereby providing savings due to productivity growth with scale growth. [6].

The transport and logistics complex (TLC) is one of the key sectors of the economy of Kazakhstan and, accordingly, affects the national income and the welfare of society. Efficient transport will not only speed up production processes and strengthen interregional and international economic relations, but also replenish the state budget.

As world experience shows, the rapid growth of the national economy will lead to a significant increase in the volume of cargo and passenger traffic on domestic and international transport routes. An increase in industrial production by 1% will lead to an increase in traffic volume by 1.5-1.7%.

The development of CL has a multiplicative effect on the economy, which contributes to the growth of domestic and foreign trade. However, in conditions of weak development of transport infrastructure, the efficiency and indicators of TLC are decreasing, which hinders the socio-economic development of the country and its regions.

Over the past decade, about 30 billion rubles have been invested in major transport and logistics infrastructure projects to increase the capacity of infrastructure and develop Eurasian transport corridors, taking into account container technologies. \$ of investment. New railway lines Zhetygen-Korgas, Zhezkazgan-Saksaul-Beineu were built, which reduced transit routes to 1000 km and provided transport links from east to West within the country. The Iran-Kazakhstan-Turkmenistan railway line has provided access for cargo flows to the seaports of the Persian Gulf, and in the future, Kazakhstan's CPC will have access to Indian trade flows. In general, the main network of trunk railways has been created in the republic, most of the highways of republican significance have been updated, the capacity of the port infrastructure on the Caspian Sea has been increased, the fleet has been updated, a large-scale program for the construction and modernization of runways, cargo terminals, passenger and highways has been implemented.

The long-term development of the CPC is of strategic importance for Kazakhstan, which ranks ninth in the world regionally. The favorable geo-economic location of Kazakhstan creates favorable opportunities for obtaining economic bonuses due to the development of international transit transportation of goods and passengers. The main advantage is the reduction of transit time along the sea route by half and up to a thousand kilometers compared to transit through Russia.

Purposeful work is being carried out in Kazakhstan, set by the leader of the nation, the President and the Government of Kazakhstan and aimed at the development of the CCL. The main tasks include improving the quality of world-class transport and logistics services, expanding the availability of global destinations for Kazakhstan's exports, increasing international transit of goods and passengers through the country, reducing transport costs and increasing Kazakhstan's competitiveness in the world market.

This study is a contribution of the Union of Transport Workers of Kazakhstan KAZLOGISTICS and the Institute for Research of Modern Society (MSSI) to the development of state policies, strategies and development programs and contains conceptual proposals for the development of a comprehensive plan for the development of the transport and logistics complex of Kazakhstan until 2030. The project was implemented thanks to the targeted financing of the corporate fund «KAZLOGISTICS» [7].

Despite the downturn in the economy due to the pandemic, in 2020 there was an increase in the number of transport and warehouse organizations worldwide.

As of 01.01.2021, the number of registered enterprises is 467623. In 2020, the number of organizations in the territory of the Republic of Kazakhstan increased by 21005.

The following sectors of the economy showed the greatest growth in the number of organizations:

- ▶ Wholesale and retail trade; repair of cars and motorcycles;
- ▶ Construction;
- ▶ Provision of other types of services.

Marketing technologies according to the research on the KazData website, Table 1 compares the total figures of new organizations in recent years.

Table 1. Total number of organizations in Kazakhstan by industry

Economy sector	Number of organizations as of 01.01.2020	Number of organizations as of 01.01.2021	Growth, pieces	Growth, %
Accommodation and catering services	7170	7907	737	10,28
Art, entertainment and Recreation	6812	7087	275	4,04
Wholesale and retail trade, repair of cars and motorcycles	124363	129469	5106	4,11
Construction	59166	62022	2856	4,83
Provision of other types of services	50612	54106	3494	6,90
Professional, scientific and technical activities	30522	31862	1340	4,39
Education	25148	25927	779	3,10
Manufacturing industry	22187	23143	956	4,31
Activities in the field of administrative and auxiliary services	20790	21656	866	4,17
Transport and warehousing	17327	18133	806	4,65
Agriculture, Forestry and Fisheries	16919	18084	1165	6,89
Real estate transactions	17511	18212	701	4,00
Information and communication	11607	12466	859	7,40

Economy sector	Number of organizations as of 01.01.2020	Number of organizations as of 01.01.2021	Growth, pieces	Growth, %
Public administration and defense; compulsory social security	10771	10362	-409	-3,80
Financial and insurance activities	9968	9966	-2	-0,02
Health and social services	7549	8292	743	9,84
Mining and quarrying	4206	4579	373	8,87
Water supply; sewerage system, control over waste collection and distribution	2641	2771	130	4,92
Power supply, gas, steam supply and air conditioning	1573	1671	98	6,23

Source: KazDATA [8]

Total in Kazakhstan in 2020:

- ▶ new enterprises – 36,286;
- ▶ liquidated organizations -15,281 [8].

According to the schedule, we see that over the year the growth of new companies in the field of transport and warehousing amounted to 4.65%.

In the context of globalization, logistics plays an important role in the industrial development of our state. Being at the junction of international corridors, Kazakhstan has a great advantage and all the prerequisites to become the main logistics link connecting Europe and Asia.

Transport today is not only an industry that meets the existing needs for the transportation of goods and passengers, but also an intersectoral system that changes the economic conditions. Thus, the relevance of improving the management of the entire supply chain of goods by road in international traffic using the transit potential of the Republic of Kazakhstan for the development of the economy of the regions is beyond doubt [9].

No wonder transport is called the «circulatory system» of the economy. At the same time, it is believed that in order to create the maximum multiplicative effect, it is necessary to ensure the advanced development of the transport system in comparison with other industries.

Kazakhstan traditionally pays great attention to the transport sector. At the same time, achievements in the development of the country's transit potential should be particularly noted, in particular, the implementation of the project of regular rail container transportation on the China – Western Europe route.

There are many achievements in the transport sector, but it is worth paying attention to the analysis of existing problems and reserves for further development.

In this regard, LPI (lines per inch-the number of networks per inch) is the most recognized integrated indicator of the efficiency of the transport and logistics complex (TLC) of a country, announced by the World Bank once every 2 years. In 2018, according to this assessment system, Kazakhstan ranked 71st in the world, including 81st in terms of the quality of transport infrastructure, 90th in terms of the quality of transport services and the competence of logistics specialists.

The question arises: why, despite all the successes and large investments, the republic failed to achieve an improvement in the LPI rating and what needs to be done to change the current situation? In this regard, we will consider some possibilities.

■ Results of the LPI study for 2018

In the next study of the Logistics Efficiency Index (LPI) Kazakhstan has risen by 6 positions compared to the rating of 2016 and took 71st place among 160 countries of the world. It should be noted that in the rating for 2018, special attention was paid to new problems, such as the stability of the supply chain, their impact on the environment and the need for skilled workers.

At the same time, a global trend has been noted, indicating that logistics efficiency is on average 48% higher in high-income countries than in low-income countries. In order to bring logistics efficiency to the proper level, international experts suggested that developing countries improve their infrastructure, customs system, professional skills and regulatory framework.

It should also be noted that in the 2018 report, the World Bank showed a rating using a differentiated aggregate score and data based on the last four LPI reports. This idea is good because it offers a balanced picture of the logistics development of the ranking countries and reflects the real dynamics of development throughout the period.

Table 2. Under Logistics Efficiency Indices (LPI) Kazakhstan 2014-2018.

	2014		2016		2018	
	degree	index	degree	index	degree	index
Efficiency of the customs clearance process						
Quality of trade and transport infrastructure	121	2,33	86	2,52	65	2,66
Ease of Organization of international transportation at competitive prices	106	2,38	65	2,76	81	2,55
Quality of logistics services and competence	100	2,68	82	2,75	84	2,73
Tracking the passage of cargo	83	2,72	92	2,57	90	2,58
Timely delivery of goods	81	2,83	71	2,86	83	2,78

The results of the survey of Kazakhstani transport workers showed that in the World Bank's LPI-2018 report there are certain obstacles hindering the development of the country's transport and logistics complex, marked by general trends. In this regard, it was noted that an effective tool could be the adoption of a State strategy for the development of transport logistics based on positive international experience. In addition, domestic experts raised issues of the development of high-speed traffic in Kazakhstan, information and communication technologies in transport, the formation of an effective soft infrastructure that meets modern requirements, the formation of a well-thought-out and correctly oriented personnel training system for the logistics industry [9].

■ From megaprojects to «point» investments

First of all, it is necessary to make unprecedented decisions without thorough scientific analysis, professional forecasting and only after that «adjust» to them, change the approach to the development of transport infrastructure and stop voluntary administration. If the projects are of a strategic nature and public money is allocated for them, then calculations of the multiplicative economic effect for the entire national economy should be put into the methodology for assessing their effectiveness.

At the same time, more attention should be paid not only to megaprojects, but also to the «embroidery» of the most critical «bottlenecks» of public and non-public transport infrastructure,

small «point» developments to solve local problems of the CPC. This applies, in particular, to railway junctions, which include the transport infrastructure of industrial enterprises and railway stations. It is important to study them and compile a complete list of such facilities in order to identify the «pitfalls» and find suitable options for modernization and financing.

It should be noted that the pace of development of the intra-factory transport infrastructure of industrial enterprises largely lags behind the development of the enterprises themselves.

This becomes a «bottleneck» of the logistics chain, which leads to excessive stopping of railway cars, increased traffic jams and convention bans. A paradoxical situation arises - enterprises complain about the shortage of wagons, create private transport companies, invest in the purchase of rolling stock, after which these wagons stand idle for several days during loading and unloading, and their shortage reappears.

The payback period of freight cars today reaches 10 years or more, although according to our calculations, the investments of enterprises in the development of their own transport infrastructure could be compensated within 3-5 years by reducing penalties for excessive downtime of cars.

This also applies to public railway stations. In the conditions of increasing traffic volumes, modernization and development of their infrastructure is necessary, while it should be linked to the development of the infrastructure of industrial enterprises based on forecasts of cargo flows.

In this regard, another task arises – to determine the optimal balance between investments in the purchase of rolling stock and the development of transport infrastructure. With increased efficiency of their use, it is possible to transport more cargo with fewer wagons, but there is another paradox – few people are interested in this.

Railway operators and carriers receive financial compensation for irregular downtime of rolling stock, and it is easier for shippers and consignees to pay a fine than to justify the necessary investments in the development of transport infrastructure.

■ Simplicity and clarity

In modern conditions, it is necessary to actively implement advanced transport management technologies, such as SCM, 3/4 PL, TQM, RMO, BI, etc. It is also necessary to widely develop the project approach, which provides for the creation of integrated project teams from representatives of customers and contractors, the development of project implementation plans and their constant monitoring, the creation of management committees at the customer level and constant listening to project managers at their meetings.

Despite the simplicity and clarity of this approach, it is not always used in practice, which, in turn, negatively affects the quality of design and construction work, as well as the organization of cargo transportation processes.

In the design and construction business, engineering companies can take the initiative to implement the project approach, and freight forwarders or logistics operators can organize cargo transportation.

These companies should diversify, expand the list of services provided, increase the level of efficiency and quality, become full-fledged integrators of business processes up to the creation of unified information systems.

The logistics business, in fact, is a partner, and only the participants of the transportation process together can effectively optimize the entire logistics chain – from loading to final delivery of cargo. This principle is embedded in another popular model – Supply Chain Management (SCM, supply chain management). There is nothing complicated in this model, the main thing is to understand, accept and implement it.

Another important aspect, closely related to the models discussed above, concerns further automation, informatization and digitalization of logistics processes. It is advisable that the state,

together with international organizations, take the initiative to support «pilot» projects related to the more active introduction of various innovative models in transport.

Everyone who participates in these processes should be reasonable perfectionists and consider the issues of improving the quality of everything that is being done in the field of QLC as issues that play a primary, ideological, very important role.

The approaches considered are simple, inexpensive and at the same time effective and allow to radically improve the quality of various business processes and final results of work.

■ The Law on Assistance

If you ask experts, specialists of various types of transport (rail, road, air, mixed) about the quality and application of the current industry legislation, they will all say with one voice: transport legislation requires improvement of the current one.

All previously adopted development programs of the CPC imply the need for harmonization and improvement of transport legislation, as a result of which the final results of these efforts leave much to be desired.

As a rule, they are adopted at the interdepartmental level, so their effectiveness is insufficient. In our opinion, it is worth bringing this problem to the level of comprehensive research.

One of the unsolved problems so far concerns the distribution of responsibility for timely and careful delivery between the participants of cargo transportation (carriers, operators, forwarders, cargo owners).

Example: in the last decade, the global forwarding lobby has opposed increasing the responsibility of freight forwarders for the organization of transportation, which imposes responsibility on the carrier, and cargo owners, on the contrary, demand strengthening of such responsibility of freight forwarders. In this conflict, it is necessary to find a «golden mean» both from the point of view of respecting the interests of all parties, and from the point of view of harmonization with international transport legislation.

It is also necessary to determine which questions are appropriate to answer at the level of laws, by-laws and what can be regulated at the level of contracts.

Here only one problematic issue is raised, related to the distribution of responsibility. But there are many such ambiguous legal issues, and they all need to be solved by specialists based on in-depth analysis and systematic research.

■ Review of budget priorities

The solution of the accumulated problems is impossible without the active participation of industry science. Unfortunately, he is now «in the pen». At the same time, the domestic scientific potential is still preserved, which must be maintained and used for the benefit of the development of the national transport system. Here it would be appropriate to quote the words of the First President of the Republic of Kazakhstan – Elbasy Nursultan Nazarbayev in the Address to the People of Kazakhstan dated October 5, 2018: «within 5 years it is necessary to increase spending on education, science and healthcare from all sources to 10% of GDP.» «The government should review budget spending priorities with a focus on the social sector, security and infrastructure.»

During an expanded Government meeting, President of Kazakhstan Kassym-Jomart Tokayev noted that in Kazakhstan, science funding is 0.13%, and in developed countries - 2.5% ... «According to experts, science costs below 1.5% of GDP will not lead to a full cost recovery. The government should remember this. Modern science, as they say, is nowhere,» the head of state noted.

The President also noted that the government and the scientific community of the republic need to analyze all existing barriers and work out ways to eliminate them. «All of the above should be taken into account in the state program for the development of education and science being developed. The government should also provide a plan to bring the total expenditures on these industries to 5% of GDP,» Kassym-Jomart Tokayev said.

All these indicators need to be achieved in the field of transport and logistics, unless, of course, there is a desire in Kazakhstan to prepare a real breakthrough in this direction. The training program for various types of transport, in particular in the field of integrated transport logistics, is far from ideal. They should be improved taking into account global trends.

We dare to say that the main bottleneck of the country's transport and logistics complex is not infrastructure, not legislation, not technology, but, in particular, the level of development of transport science and education.

In addition, inherently complex transport and logistics tasks need to be solved not «on their knees», but on the basis of in-depth analysis, reliable assumptions and scientific approaches.

■ The fundamental basis

The methodology of state transport planning should also be improved. It is necessary to improve the quality of state transport programs, to involve domestic science more widely in their development. In this regard, highly appreciating the state program «Nurly Zhol», the industry community suggests the feasibility of developing a comprehensive program for the development of transport until 2030, including subprograms for each type of transport.

As for measures to improve the LPI index, it is proposed to develop them on a more systematic, scientific basis, approve them by a Government decree and take them under strict control.

It is also important to focus in state transport programs not only on increasing transit potential, but also on the development of export-import transportation, reducing transport costs, increasing efficiency and improving the quality of intra-republican logistics. This is strategically important for Kazakhstan, which is far from sea communications, and this aspect should be adequately reflected in the State Transport Policy.

Thus, Kazakhstan can become the first step in terms of implementing innovative approaches to optimizing the state transport policy, which will also expand the multiplier effect of the upcoming logistics breakthrough [10].

■ Conclusion

Kazakhstan expands the interests and capabilities of the state in improving the competitiveness, efficiency and implementation of the transit potential of Kazakhstan's land transport through the use of modern information, communication and navigation digital technologies, the formation of digital transport corridors, the liberalization of transit policy on the Eurasian continent; he will gain extensive experience in the development of modern and efficient infrastructure that ensures the acceleration of commodity movement and reduction of transport costs in the economy, which is fully used in the preparation of program and regulatory legal documents.

In the coming years, a logistical breakthrough is needed, a radical improvement in LPI indicators, other indicators of the quality and efficiency of transport logistics in Kazakhstan. In this article, we have shared only some considerations, touched on only a part of the problematic issues, but all these issues require in-depth study and analysis, systematic study. The time has come for new approaches to making effective decisions, active actions aimed at improving the work of the CLC of Kazakhstan. If we talk about further improvement of system mechanisms, then the truth is in the details. Once again, we repeat that a comprehensive, in-depth study of the details, systematic and thorough analysis, systematization and improvement, improvement of the final results of joint work are necessary.

In conclusion, I would like to share interesting information that in 2019 the UNECE launched a pilot project to assess the effectiveness of logistics in landlocked countries, within the framework of which proposals will be prepared to improve the quality of the processes described in the article. Kazakhstan has entered the top five countries where this project will be launched. Thus, Kazakhstan

can become the first step in terms of implementing innovative approaches to optimizing the state transport policy, which will also expand opportunities for making a logistical breakthrough.

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**ЭКОНОМИКА ДАМУЫНЫҢ ҚАЗІРГІ КЕЗЕҢІНДЕГІ
КӨЛІК-ЛОГИСТИКАЛЫҚ КОМПАНИЯЛАРДЫҢ МӘСЕЛЕЛЕРІ**

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***Аңдатпа:** Бұл мақалада мемлекеттің көліктік-логистикалық саясатын дамыту және жалпы логистиканы дамыту мәселелері қарастырылған. Мемлекеттің осы саланы дамытуға барлық күш-жігерін жұмсап отырғанына қарамастан, шешілмеген проблемалар өте көп. Қазақстан транзиттік мемлекет болып табылады, бірақ тек осы бағытпен шектелмей, мега жобаларды ғана емес, «нақты» инвестицияларды да қарастыру қажет. Кез келген мемлекеттің экономикасы Көлік логистикасы болып табылатын «қан жүйесіне» байланысты. Жеткізу тізбегін басқаруда түбегейлі өзгерістер қажет, мамандар мен кадрлар қажет, Көлік ғылымы мен білімінің даму деңгейін көтеру қажет. Мемлекеттік көлік бағдарламаларында экспорттық-импорттық тасымалдарды дамытуға, көлік шығыстарын қысқартуға, республика ішіндегі логистиканың тиімділігін арттыруға және сапасын жақсартуға жағдай жасау қажет.*

Мақалада авторлар белгілі бір елдегі көлік-логистикалық кешен (КЛК) жұмысының сапасы мен тиімділігінің біріктірілген көрсеткіші болып табылатын Қазақстандағы LPI-логистика тиімділігі деңгейі индексінің көрсеткішін жақсарту туралы өз ойларымен бөліседі. 2018 жылы осы бағалау жүйесі бойынша Қазақстан әлемде 71-ші орынға ие болды. Ең алдымен, көлік инфрақұрылымын дамыту тәсілдерін жетілдіру және құрылымдау ұсынылады. Алдымен әкімшілік шешімдер қабылданатын, содан кейін оларға техникалық-экономикалық негіздемелер «икемделетін» жағдайды болдырмай, ғылыми тәсіл, кәсіби болжам, мұқият талдау негізінде қандай да бір шешімдер қабылдау ұсынылады. Қазіргі уақытта көлік-коммуникация кешенін қайта құру үшін сырттан капитал тарту мен пайдаланудың әртүрлі нысандары қолданылады, өйткені әлемдік кеңістікке тиімді интеграциялау үшін Қазақстан бірінші кезекте Теңіз және Мұхит жағалауларына қол жеткізуді қамтамасыз ететін жағдайлар жасауы қажет.

***Түйін сөздер:** көліктік логистика, инфрақұрылым, жүйе, тиімділік, әдістер, инновациялар, инвестициялар.*

ПРОБЛЕМЫ ТРАНСПОРТНО-ЛОГИСТИЧЕСКИХ КОМПАНИЙ НА СОВРЕМЕННОМ ЭТАПЕ ЭКОНОМИЧЕСКОГО РАЗВИТИЯ

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Аннотация: В данной статье рассматриваются вопросы развития транспортно-логистической политики государства и развития логистики в целом. Несмотря на то, что государство прилагает все усилия для развития этой сферы, нерешенных проблем очень много. Казахстан является транзитным государством, но не ограничиваясь только этим направлением, необходимо рассматривать не только мега-проекты, но и «реальные» инвестиции. Экономика любого государства зависит от «системы крови», которая является транспортной логистикой. Необходимы кардинальные изменения в управлении цепочками поставок, нужны специалисты и кадры, необходимо повышать уровень развития транспортной науки и образования. В государственных транспортных программах необходимо создать условия для развития экспортно-импортных перевозок, сокращения транспортных расходов, повышения эффективности и улучшения качества внутриреспубликанской логистики.

В статье авторы поделились своим видением улучшения показателя индекса уровня эффективности LPI-логистики в Казахстане, который является интегрированным показателем качества и эффективности работы транспортно-логистического комплекса (ТЛК) в конкретной стране. В 2018 году по данной системе оценки Казахстан занял 71-е место в мире. Прежде всего, предлагается усовершенствовать и структурировать подходы к развитию транспортной инфраструктуры. Рекомендуется принимать какие-либо решения на основе научного подхода, профессионального прогноза, тщательного анализа, избегая ситуации, когда сначала принимаются административные решения, а затем к ним «подстраиваются» технико-экономические обоснования. В настоящее время для реконструкции транспортно-коммуникационного комплекса используются различные формы привлечения и использования капитала извне, так как для эффективной интеграции в мировое пространство Казахстану в первую очередь необходимо создать условия, обеспечивающие доступ к морскому и океаническому побережью.

Ключевые слова: транспортная логистика, инфраструктура, система, эффективность, методы, инновации, инвестиции.