



2 NATIONAL TRANSPORT POLICY

The national transport policy of the Republic of Kazakhstan is defined in the following documents:

- Government Program on the forced industrially-innovative development of Republic Kazakhstan for 2010-2014
- Strategic Plan for development of Republic Kazakhstan till 2020
- Strategic Plan of the Ministry of transport and communications of Republic Kazakhstan on 2011 – 2015
- Strategic Plan of the Ministry of economic development and trade of Republic Kazakhstan on 2011 - 2015

The main objective of the Government Program on the forced industrially-innovative development of Republic Kazakhstan for 2010-2014 is the development of the transport and communication complex in the optic to fully satisfy the needs of a growing economy and the population in terms of transport services.

The total resources allocated to the realization of the program is 19,211 M USD, divided as follows:

- Republican budget – 7,562.8 M USD;
- Concession – 4,366.2 M USD;
- Borrowing costs – 4,182.8 M USD;
- Own funds of the companies – 3,099.2 M USD.

The Program on development of a transport infrastructure in Republic Kazakhstan on 2010 - 2014 is the logic follow-up of the on-going transport policy. It integrates the basic approaches of the Transport strategy of Republic Kazakhstan till 2015, which included the following sectorial programs and concepts:

- Program of development of road sector of Republic Kazakhstan on 2006 – 2012
- Program of development of sea transport of Republic Kazakhstan on 2006 – 2012
- Program of development of navigation and safety on internal waterways of Republic of Kazakhstan on 2007 – 2012
- Concept of development of trading navigation in Republic Kazakhstan
- Concept of perfection of the state system on safety of transportations of passengers and cargoes of Republic Kazakhstan.

The development of the transport sector is aimed at increasing the level of development of infrastructure in every transport sectors (road, railway, civil aviation, water transport) as well as the level of integration of transport and communication complex of the Republic of Kazakhstan in the international transport networks.

Road Sector

The main focus issues concern the development of economy, the construction demand and the modernization of a powerful transport and communication network. In this plan it is necessary:



Logistics Processes and Motorways of the Sea II

- To finish the project of reconstruction of the international transit corridor Western Europe - Western China, to lay new transport routes with an exit on the international markets from the countries of Central Asia (Uzbekistan and Kyrgyzstan) and to modernize transport highways. The road Europe - Russia - Kazakhstan - China is the shortest way from China to Europe, with a minimum quantity of crossed countries and borders. These competitive advantages result in a record travel time of about 10 days. The project will provide the high level of services including a combination of excellent technical availability of a corridor together with modern intellectual system and services of the logistical centres. The serious problem which interferes with the development of international road transport is the inefficiency of cargoes processing systems and accompanying documentation, as well as the superfluous checks and the obstacles arranged with supervising bodies, a considerable quantity of taxes. These problems need to be decided within the framework of simplification of transport procedures, the documentation for transport and creation of logistical systems (LS), the following on a created corridor. Besides the created International centre of frontier cooperation «Horgos», in the confirmed feasibility study on building of the corridor Western Europe - Western China, 5 large and average LS on all route is mentioned, and also building small LS in other regions of republic (according to requirement).
- To finish reconstruction of highways of Shchuchinsk - Kokshetau - Petropavlovsk - border of the Russian Federation, border of the Russian Federation - Uralsk - Aktobe, Astana - Kostanai - Chelyabinsk, Zhetybai - border of Turkmenistan, Astana - Karaganda, Almaty - Kapshagai, Taskesken - Bakhty, Usharal - Dostyk, Beineu - Akzhigit - border of Uzbekistan, Omsk - Pavlodar - Maikapshagai, Kurty - Burylbaital, Beineu - Aktau.
- To introduce schemes of transit routes in the West - East and North - South directions more actively.

Railway Sector

The existing condition of railway sector of Republic Kazakhstan is characterized by a disbalance between growing requirements of consumers to assortment, quality, speed and reliability on the one hand, and physically threadbare actives, obsolete technologies, noncompetitive characteristics of services on the other hand.

The reform of railways is aimed at increasing the efficiency and the quality of services by a process of liberalization, the involvement of the private initiative and investments. The Government of Kazakhstan adapts the approach accepted in the European Union, which consists in a functional division of railway infrastructure, transportation activities and competition development.

The major priority of railway infrastructure of Kazakhstan is the development of transit potential by constructing new railway lines.

Works for a new railway line between «Uzen - frontier with Turkmenistan» are undergoing. This line is a part of the international corridor North - South. It will provide direct connection of Kazakhstan with Gulf States and Iran and will enable to reduce distance of about 600 km in comparison to existing routes.

The project Korgas - Zhetygen (extent is 293 km) will enable to open the second frontier point of railway transition with China and will essentially unload Dostyk station.



Maritime Transport

There is currently a dynamical development of sea transport sector.

Transfer of cargoes through seaports of Kazakhstan amounts about of 12.3 M tons annually. Aktau port has evolved in transfer of cargoes for export while Bautino port is specialized in sea oil operations.

However, the ports have reached a limit of their designed capacities. In this context improvements of the existing infrastructure of Aktau port, further development of Bautino port and construction of Kuryk port are expected to be conducted.

Similar measures on the increasing of port capacities are accepted by the neighbouring Caspian states. Azerbaijan conducts work on building the new bulk-oil terminal of the port of Baku while Russia also carries works on expansion of industrial infrastructure at Olya and Makhachkala ports.