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ВЕСТНИК

НАЦИОНАЛЬНОЙ АКАДЕМИИ НАУК
РЕСПУБЛИКИ КАЗАХСТАН

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NAS RK is pleased to announce that Bulletin of NAS RK scientific journal has been accepted for indexing in the Emerging Sources Citation Index, a new edition of Web of Science. Content in this index is under consideration by Clarivate Analytics to be accepted in the Science Citation Index Expanded, the Social Sciences Citation Index, and the Arts & Humanities Citation Index. The quality and depth of content Web of Science offers to researchers, authors, publishers, and institutions sets it apart from other research databases. The inclusion of Bulletin of NAS RK in the Emerging Sources Citation Index demonstrates our dedication to providing the most relevant and influential multidiscipline content to our community.

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НАН РК сообщает, что научный журнал «Вестник НАН РК» был принят для индексирования в Emerging Sources CitationIndex, обновленной версии Web of Science. Содержание в этом индексировании находится в стадии рассмотрения компанией Clarivate Analytics для дальнейшего принятия журнала в the Science Citation Index Expanded, the Social Sciences Citation Index и the Arts & Humanities Citation Index. Web of Science предлагает качество и глубину контента для исследователей, авторов, издателей и учреждений. Включение Вестника НАН РК в Emerging Sources Citation Index демонстрирует нашу приверженность к наиболее актуальному и влиятельному мультидисциплинарному контенту для нашего сообщества.

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PROBLEMS OF OPERATION OF TRUCKS IN THE REGIONS OF KAZAKHSTAN

Abstract. Improving the efficiency of the transport system will make it a competitive element of the Kazakh economy. Will be achieved the highest level of security needs of the economy and population in a safe and secure transportation services. This research work, according to the current economic policy of the Republic, taking into account the specific conditions of development, aimed at improving the efficiency of trucks on the basis of theory and methods of transportation logistics and management in accordance with the level of a modern transport system.

Key words: the region, transport, transportation system, transportation, a factor, the economy, supply and quality.

Introduction. Road transport plays a significant role in the transport sector of the country. They are regularly serviced by more than 1.0 million businesses, organizations and other corporate clients of the national economy and population. Annual transport by road is more than 80% of goods by public transport – more than 75% of passengers. At the same time, road transport is a major consumer of resources spent transport complex: 66% of the fuel of petroleum origin, 70 – the labor force and about 50 – all investments [1].

It should be noted that the regional aspects of transport logistics in relation to the conditions of Kazakhstan have not been sufficiently studied. There are such Kazakh authors, who research this problem: Burkotov E.V., Tuleushin S.T., V.P. Dobritsa, Sisekenova M.B., and others [2]

They created theoretical scientific base of logistics management on transport. At the same time, the development of information technologies, globalization of goods and transport markets, the integration of Kazakhstan into the world transport system require new scientific generalizations and determine the range of tasks to be solved. Transport affects the results of logistics activities and, of course, it influences production and sale. In the logistics system, transportation cost could be regarded as a restriction of the objective market. Value of transportation varies with different industries. For those products with small volume, low weight and high value, transportation cost simply occupies a very small part of sale and is less regarded; for those big, heavy and low-valued products, transportation occupies a very big part of sale and affects profits more, and therefore it is more regarded [3].

Transportation is now the industry is not only satisfying the current needs in the transportation of freight and passengers, but also inter-branch system, transforming economic conditions. Mutual influence of economy and transport causes directly proportional dependence of their main targets. If in the early 2000s, the share of transport in GDP of Kazakhstan was estimated at 8% by the end of the decade it had risen to 9.3% [4].

This work is based on the economic policy of the republic, focus on more efficient use of trucks on the basis of the theory and methods of transportation logistics and management in accordance with the level of a modern transport system of the Republic of Kazakhstan. The paper presents the results of analyzes of the characteristics of operation of trucks and determining the level of their research, as well as assessment of the impact the effectiveness of the use of trucks on the economic development of Kazakhstan.

Main part. The main problems of business structures in the Republic of Kazakhstan are under development, unpredictability, "close horizons" of activity planning. The demand for strategic planning of transport business development is currently dictated by the need to calculate their actions in the market and be ready for possible changes, as well as the ability of business structures to justify their applications for funding and prove that it is able to successfully implement the proposed projects and get a significant financial return in the long term.

Currently, one of the main tasks for Kazakhstan is to increase the competitiveness of the country's economy, its regions and enterprises. Modern trends in the development of the country's economy are characterized by a variety of forms of entrepreneurship with different organizational and legal status and type of ownership [5].

Currently, the country and some regions are actively integrating into the global economy. The regions are moving to the status of full participants in the market, as well as the target of the regional economy and state policy. The dynamics of the internal development of the regions can have both positive and negative trend.

To solve these problems using tools such as structural analysis, economic and mathematical and cartographic modeling (figure 1).

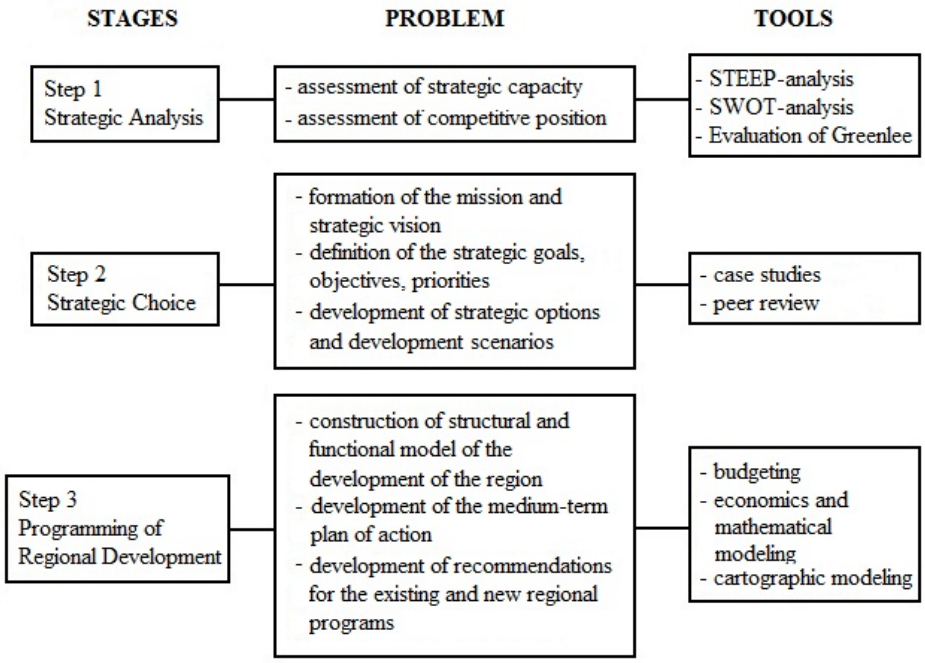

Figure 1 – Scheme of the strategy development

The main objective of developing a strategy of regional development - defining the strategic vision of development up to 2015 by determining the potential of the region's competitiveness on the basis of analysis of the strategic capacity and strategic climate, identifying strengths and weaknesses of competitive products, followed by the elaboration of strategic alternatives.

Speaking about the strategic planning, process planning is important to distinguish, designed for different periods - short, medium and long term (table 1).

Table 1 – Elements of Strategic Planning

Long-term prospects	➢ strategic doctrine ➢ structural-functional model of the region ➢ management system of strategic development
Medium prospects	➢ medium-term program of socio-economic development ➢ encapsulation of strategic investment projects ➢ medium-term budget
Short-term prospects	➢ operational plan ➢ an annual budget of a region

Gradual conduct of policy analysis is to use a significant amount of empirical data and various sources of information (figure 2).

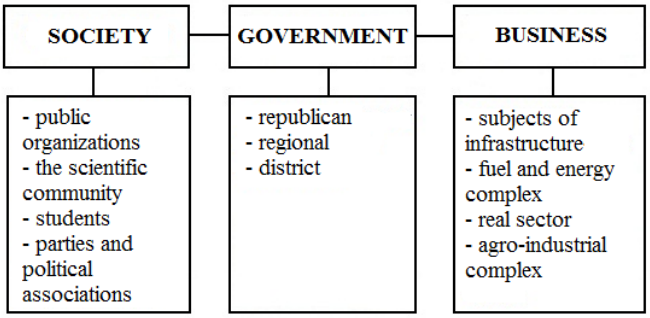

Figure 2 – Information sources of empirical material

Terms of the modern information age necessitates consideration of the intellectual and innovative capacity of regions, which represents the possibility of staffing the strategic directions of socio-economic development, future development of new products, business areas, based on high-tech entrepreneurship, commercialization of scientific and technical ideas.

The basis of studies was based on existing domestic and international applications of the theory of regional development and the formation of the competitive strategies of territorial development, as well as methodological approaches to organizing the activity.

The primary material used official sources of information (statistics, reports of regional departments, local government offices of cities and districts of the region), as well as the results of survey conducted by entrepreneurs in the region, public opinion polls, analyzes of local and foreign scientists. Currently, a major economic factor in the development of regions of the Republic of Kazakhstan is the level of development of the transport system and its infrastructure. The consumers of transport services in the regions of the Republic of Kazakhstan becoming an increasingly important factor in ensuring timely and reliable delivery of goods and passengers.

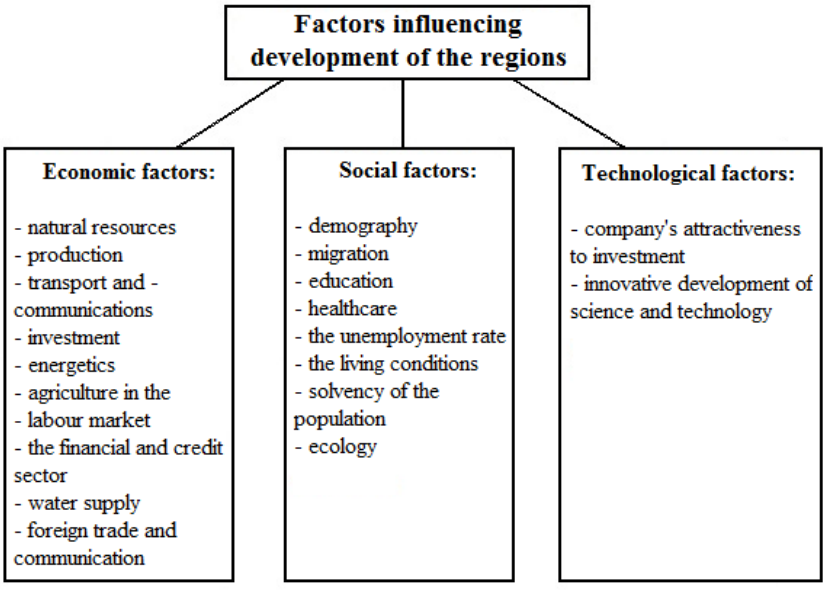

Figure 3 – Factors influencing development of the regions in Kazakhstan

In freight transport becomes dominant factor in compliance with established supplier delivery times, and not all carriers are able to ensure that the delivery parameters that affect the optimal mode of operation. This, in turn, leads to competition for the provision of quality transport services and to obtain a

competitive advantage. In such circumstances, the importance of the transportation process to reduce the duration of the logistics cycle, and the total cost increases.

Unfortunately, the use of trucks or utilization in the regions of the country leaves much to be desired. For the research was adopted southern region of Kazakhstan and more in-depth studies, the introduction of the work carried out in the road companies of Kyzylorda region. In tables 2-4 presents quantitative indicators of the truck by regions of the southern region for the years 2010-2017.

Table 2 – The presence of trucks in the Republic of Kazakhstan by regions of the southern region (units)

	Years							
	2010	2011	2012	2013	2014	2015	2016	2017
The Republic of Kazakhstan	223063	224872	281538	311828	359194	414332	410793	397598
Zhambyl	9891	9422	9335	10575	11126	11276	11307	15202
Kyzylorda	7636	7654	9679	10264	16412	17406	17675	18653
South Kazakhstan	17283	18271	20554	28808	36614	38574	38791	41546
Total for the region	34810	35347	39568	49647	64152	67256	67773	75401

Table 3 – Throughput of road transport by regions of the southern region of Kazakhstan (million tons km)

	Years							
	2010	2011	2012	2013	2014	2015	2016	2017
The Republic of Kazakhstan	40158,4	43909,7	47122,5	53815,8	61459,0	63481,0	66253,7	80260,6
Zhambyl	1260,2	1307,4	2034,2	2227,9	2360,3	2328,4	2237,9	2827,7
Kyzylorda	5605,1	5727,4	1061,7	1242,6	3712,7	3376,6	5314,8	6748,3
South Kazakhstan	2165,6	2349,9	1281,2	1435,3	1588,6	1667,3	1654,6	1707,7
Total for the region	9031,8	9384,7	4377,1	4905,8	7661,6	7372,3	9207,3	11283,7

Table 4 – Transportation of goods by road (million tons)

	Years							
	2010	2011	2012	2013	2014	2015	2016	2017
The Republic of Kazakhstan	1318,2	1444,8	1511,1	1582,6	1667,4	1721,0	1687,5	1971,8
Zhambyl	38,5	44,6	43,2	44,8	46,6	48,5	46,8	56,0
Kyzylorda	54,5	61,3	61,3	63,2	65,1	66,0	60,9	66,3
South Kazakhstan	58,0	63,0	63,6	65,2	66,7	69,4	69,3	77,5
Total for the region	151	168,9	168,1	173,2	778,7	183,9	177	199,8

In the future, taking into account the strategy of industrial-innovative development and prospects for regional development, as well as by improving the quality of transport services will be reduced to 5 cargo intensity of the economy t-km/doll. of GDP.

The transport component in the cost of final products and services will decline to 7%, increase the competitiveness of domestic exports. Share of GDP (without personal automobiles) of 8% (in 2016 - 11%). The current level of funding for transport, amounting to about 1.5% of GDP, much lower than in countries with similar territorial characteristics [6].

Actively developing countries invest in the transport sector to 4-7% of GDP. Given the trends in socio-economic development, it is projected that in road transport by 2018, according to experts, the turnover will increase from 33 to 75 billion ton-kilometers. Therefore, more efficient use of vehicles especially for regions of the country is an urgent task. Since in the modern market economy the main competitive advantage of any enterprise is the quality of the products or services, including transportation [7].

Leading experts in the field of quality found that the quality of its products to 95% depending on the organization's quality processes, activities, and only 5% - on the other. The quality management system

defines the transport requirements for the organization and implementation of the intermediate processes of the supply chain so that the end result was the quality of services and timely from the standpoint of the consumer.

Influence of the transport process in the supply chain appears to change the parameters, at first glance, has no direct relationship, in particular the efficiency of intermediate processes, depending on the human factor [8].

Optimizing the supply chain by improving and increasing the productivity of intermediate production processes, is a business strategy that ensures effective management of material, financial and information flows to ensure synchronization in distributed organizational structures of the area.

Supply chain management is a holistic concept of doing business, from supply chain management depends to 30% efficiency of the business of industrial, logistics and trading companies. The value of the supply chain as a key to improving profitability and competitiveness of the business is steadily growing. Supply chain management is growing rapidly, and investment in the supply chain will grow in the future.

Conclusion. Completed projects and studies to introduce the concept of supply chain management have shown the possibility of reducing overall costs in the supply chain up to 50%, the time of admission and preparing cargo to be loaded up to 50%, increasing the accuracy of deliveries to 55%, improve the use of trucks up to 20% increase profits through optimization of the process up to 25%, improve customer service and 35% increase in turnover and market share by increasing the reaction rate and flexibility of supply chains of up to 55%. Given that the share of costs in the value chain, attributable to the supply chain, is 75% and 80% of the final product depends on the decisions taken during the construction supply chain, the value of effective supply chain management can not be overestimated.

Insufficient development of advanced logistics automobile transport technology systems leads to an increase in transport costs, therefore, the loss of the market. Now the transport industry has the task of forming multi-criteria optimization functions on the basis of one criterion functions [9].

The main results of the economic reforms in Kazakhstan depends on the effectiveness of regional development. Features of the regions of our state characterized by the fact that the only mode of transport connecting towns and district centers are the cars on the effectiveness of which depends on the level and pace of development of regions.

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ҚАЗАҚСТАН РЕСПУБЛИКАСЫНЫҢ ӨҢІРЛЕРІНДЕ ЖҮК АВТОМОБИЛЬДЕРІН ПАЙДАЛАНУ МӘСЕЛЕЛЕРІ

Аннотация. Автокөлік кәсіпорындары меншік түріне, көлеміне қарамай, үлкен бір күрделі жүйелі механизм тәрізді. Бұндай автокөлікпен тасымалдау кәсібімен айналысатын кәсіпорындардың басқа дайын бұйымдар немесе өнімдермен шикізаттар шығаратын мекемелерге қарағанда, өздері нақты өнім шығармай, басқа тұтынушылармен жүк тапсырушылаға байланыстылығы. Яғни өз беттерімен тасымалдауға тапсырыс жұмыстарын жасай алмайды, бірақ соны іздестіріп, тауып, келісіп, қарамағындағы автомобильдерді жұмыс істету олардың басты мақсаты. Бірақ нақты нарық сұраныстары болған күннің өзінде, автокөлік кәсіпорынының жұмысын ұйымдастыру, көптеген қосымша дайындықтар мен ұйымдастыру жұмыстарын, қыруар қаржы салуды және керекті жанар-жағар майлармен қамтамасыздандыруды керек қылады.

Бірақ автокөлік кәсіпорындарының ұйымдастыру және басқару жүйесінің тек қана өзіне тән бірнеше ерекшеліктерін зерттеушілер қарастырмайды.

Бірінші, автокөлік кәсіпорындарының экономикалық тиімділігі оның құрамындағы автомобильдердің техникалық жағдайымен қатар түрлеріне, бағасына жүккөтерімділігі мен пайдалану шығындарына байланысты.

Екінші, кез келген автокөлік кәсіпорындары ұдайы түрде бәсекелестікке дайын болып, тез арада ұтымды шаралар қолданып, тұтынушылар тапсырысын орындауға бейімдеу.

Үшінші, тұтынушылар арасында жақын арада және болашақтағы сұраныстар түрінің өзгеруін, көлемін, ерекшеліктерін болжау.

Төртінші, автокөлік мекемесінің басқа көлік түрлеріне қарағандағы бәсекелестіктегі ең басты қатері – жүргізушілер. Өйткені нақты тұтынушыға қызмет көрсету сапасы мен құндылығы, тек қана осы жүргізушілердің кәсіби дайындығы мен адамгершілігі, жауапкершілігі сияқты рухани-тәрбиеге тікелей байланысты.

Бесінші, автокөліктерді пайдалану тек қана техниканың жағдайына және жүргізушілерге емес, сонымен қатар оны ұйымдастыру, басқару, ақпарат алмасу және бақылауды керек етеді.

Атқарылған ғылыми-зерттеу жұмыстарында автокөлік кәсіпорынын ұйымдастыру және оны тиімді басқарып, тұрақты ұжым жинап, жоғары еңбек өнімділігіне жету үшін ішкі және сыртқы әсер етер факторларды ұдайы есте ұстап, алдын ала нақты шаралар қабылдап отыруды талап етеді. Нарықтық экономикада үлкен бәсекелестікпен өз ара қайшылықтар жиі кездесетін фактор екені баршаға мәлім.

Көлік жүйесінің тиімділігін арттыру оны қазақстандық экономиканың бәсекеге қабілетті элементіне айналдыруға мүмкіндік береді. Экономика мен халықтың сенімді және қауіпсіз көлік қызметтеріне қажеттіліктерін қамтамасыз етудің ең жоғары деңгейіне қол жеткізілетін болады. Осы ғылыми жұмыс республиканың экономикалық саясатына сәйкес дамудың нақты жағдайларын ескере отырып, көліктік логистиканың теориясы мен әдістемесі негізінде жүк автомобильдерін пайдаланудың тиімділігін арттыруға және қазіргі заманғы көлік кешенінің деңгейіне сәйкес ұтымды пайдалануға бағытталған.

Түйін сөздер: өңір, көлік, көлік жүйесі, тасымалдау, фактор, экономика, жеткізу, сапа.

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ПРОБЛЕМЫ ЭКСПЛУАТАЦИИ ГРУЗОВЫХ АВТОМОБИЛЕЙ В РЕГИОНАХ РЕСПУБЛИКИ КАЗАХСТАН

Аннотация. Автотранспортные предприятия независимо от форм собственности, размеров, действуют как и один большой сложный системный механизм. Это связано с тем, что предприятия, занимающиеся перевозкой автотранспортом, в отличие от других предприятий, выпускающих готовые изделия или сырье, не сами выпускают конкретную продукцию, а с другими потребителями. То есть не умеют делать заказы на самостоятельную перевозку, их главная цель – искать, находить, договариваться и обеспечивать работой подчиненные автомобили. Но даже при наличии реальных рыночных потребностей необходимо организовать работу автотранспортного предприятия, много дополнительных заготовок и организационных работ, вложить большие средства и обеспечить необходимыми горюче-смазочными материалами. В целом, грузоперевозки автотранспортом зависят от влияния факторов людей, непосредственно связанных между собой, организационных уровней обеспечения и условий в различных отраслях или направлениях, таких как хозяйство и ремонтные работы.

Но исследователи рассматривают лишь несколько специфических особенностей системы организации и управления автотранспортными предприятиями.

Во-первых, экономическая эффективность автотранспортных предприятий зависит как от технического состояния, так и от видов, стоимости, грузоподъемности и эксплуатационных затрат автомобилей, находящихся в его составе.

Во-вторых, любые автотранспортные предприятия всегда будут готовы к конкуренции, будут быстро принимать оптимальные меры и ориентироваться на выполнение заказов потребителей.

Третье – прогнозирование, объем, особенности изменения видов запросов в ближайшем и будущем между потребителями.

Четвертое – самый главный риск конкуренции автотранспортного предприятия в отношении других видов транспорта – водители. Так как качество и ценность обслуживания конкретного потребителя зависит только от духовно-нравственного воспитания, профессиональной подготовки и нравственности, ответственности этих водителей.

Пятое - эксплуатация автомобилей требует не только состояния техники и водителей, но и его организации, управления, обмена информацией и контроля.

В выполненной научно – исследовательской работе организация и эффективное управление автотранспортным предприятием требует постоянного отбора персонала, запоминания внешних и внутренних факторов для достижения высокой производительности труда, принятия конкретных мер. Как известно, в рыночной экономике часто встречаются конфликты с большой конкуренцией.

Повышение эффективности транспортной системы позволит сделать ее конкурентоспособным элементом казахстанской экономики. Будет достигнут максимальный уровень обеспечения потребностей экономии-

ки и населения в надежных и безопасных транспортных услугах. Данная научная работа, согласно проводимой экономической политике республики с учетом конкретных условий развития, нацелена на повышение эффективности использования грузовых автомобилей на основе теории и методики транспортной логистики и рационального использования в соответствии с уровнем современного транспортного комплекса.

Ключевые слова: регион, транспорт, транспортная система, перевозки, фактор, экономика, поставки, качество.

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