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L.N. GUMILYOV EURASIAN NATIONAL UNIVERSITY



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**«ACCELERATING DIVERSIFICATION AND IMPROVING THE
COMPETITIVENESS OF KAZAKHSTAN'S NATIONAL ECONOMY BASED
ON POTENTIAL OPPORTUNITIES»**

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Ә53 Әлеуетті мүмкіндіктер негізінде Қазақстанның ұлттық экономикасының бәсекеге қабілеттілігін арттыру және әртараптандыруын жеделдету: Жас ғалымдардың халық. ғыл. конф. еңбектер жинағы. – Астана: Л.Н. Гумилев атындағы Еуразия ұлттық университеті, 2017.

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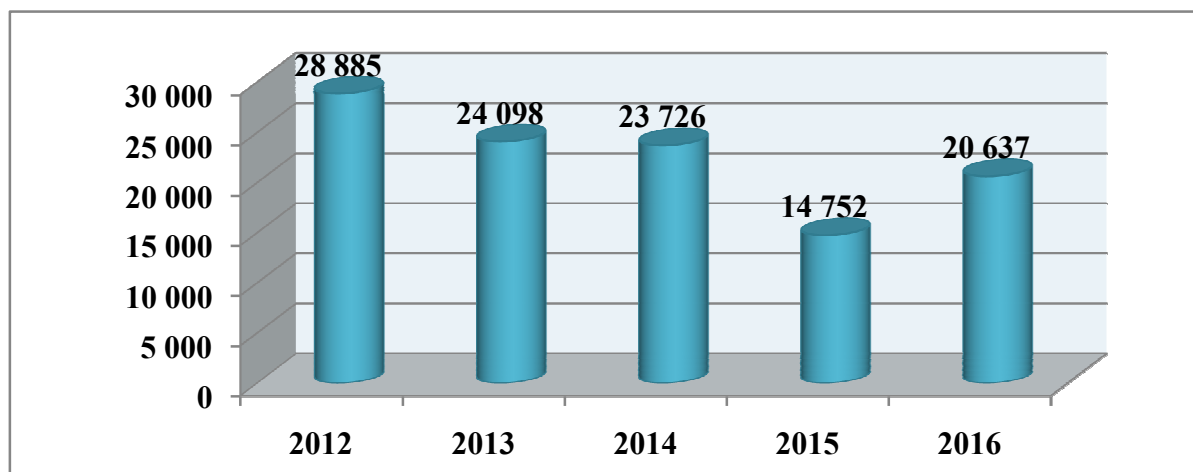
Халықаралық ғылыми конференциясының еңбек жинағында әлеуетті мүмкіндіктер негізінде Қазақстанның ұлттық экономикасының бәсекеге қабілеттілігін жоғарылату және әртараптандыру жеделдетудің және ел экономикасының бәсекеге қабілеттілігін жоғарылату мәселелері қарастырылған.

В сборнике материалов международной научной конференции рассмотрены актуальные вопросы диверсификации национальной экономики Казахстана на основе потенциальных возможностей.

The collection of materials in the international scientific conference considers important issues of Kazakhstan's national economy diversification based on potential opportunities and development of recommendations for improving the competitiveness of the country's economy.

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3 - Сурет – Қазақстан экономикасына құйылған тікелей шетел инвестициялары, млн доллар [2]

Ал, енді инвесторларға келетін болсақ, 2012-2016 жылдар аралығында инвестициялау көлемі бойынша бірінші орында Нидерланды елі болып табылады, сонымен қатар алдыңғы қатарлардан көрінетін АҚШ, Швейцария, Қытай елдерін атап кетуге болады. Шетел инвестицияларының негізгі ағындары тәуелсіздіктің алғашқы жылдарынан бастап, қазіргі уақытқа дейін мұнай-газ аясына бағытталған.

Қазақстан инвестиция тартуға қолайлы елдердің бірі. Осы қолайлылық жағдайын пайдалана отырып, еліміз бәсекеге қабілеттілігін арттыру қажет. Қазіргі уақытта инвестицияның басым бөлігін шикізаттық бағытқа бағытталған, яғни мұнай-газ саласына бағытталып отыр. Бұл біздің ең басты кемшілігіміз. Бәсекеге қабілетті ел болу үшін еліміз жан-жақты дамуы қажет. Сонымен бірге инвестиция мұнай-газ саласына басым болғандықтан, еліміздің аймақтық дамуы бірқалыпты емес. Яғни, кен өндіру немесе мұнай-газ саласы дамымаған аймақтардың жағдайы салыстырмалы түрде төмен. Бұл жұмыс орындарының аздығымен, жұмыссыздық деңгейі мен жалақы мөлшерінен көрініс табады. Сондықтан да Қазақстан алдағы уақытта басқа салалардың инвестициялық тартымдылығын жоғарылату мақсатында іс-шаралар жүргізуді күшейту қажет. Сонда ғана еліміз жан-жақты дамыған бәсекеге қабілетті мемлекет болады.

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PROVISION OF TRANSPORT SECURITY IN ERASIAN ECONOMIC UNION MEMBER STATES

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One of the important sectors of the economy of each state is transportation as the level of development of this sector determines the quality of life, mobility of the population, the free movement of goods and services and the accessibility of territories.

Today, the Eurasian Economic Union (EurAsEC) pays great attention to the creation of a common market for transport services and a single transport space. The common market of transport services provides for the formation of unified approaches to the development of

competition and for the creation of a single tariff policy, as well as elimination of all existing administrative barriers [1].

By the decision of the Higher Eurasian Economic Council No.13 "Program of gradual liberalization of the implementation by transporters registered in the territory of one of the member states of the Eurasian Economic Community of road transport of goods between destinations located on the territory of another member state of the Eurasian Economic Community for the period from 2016 to 2025 years "(the program of "coasting" transportation) dated May 8, 2015 was adopted [2].

The given decision is aimed at taking measures to remove the existing restrictions for carrying out transportations by all modes of transport within the framework of the EurAsEC by 2025 and to ensure a consistent phased implementation of the Guidelines based on action plans ("road maps") approved by the Eurasian Intergovernmental Council for every 3 years.

The action plan ("road map") for the implementation of the Main Directions will be developed with specific stages, activities and timelines indicated. At the same time, a separate action plan ("road map") will be adopted on air transport issues, which should be submitted for consideration by the Eurasian intergovernmental council before July 1, 2017 [3].

In the field of road transport, the EurAsEC member states agreed on the formation of a common market for road transport services and facilitating the access of carriers of the EurAsEC member states to truck transport services throughout the territory of EurAsEC [2].

In this regard, a system of transportation where no permit is required between Member States was introduced, and a "coasting" transportation program was adopted.

According to the agreements reached at the meeting of the Council of the Eurasian Economic Commission in 2014, the admission of carriers to the domestic market of each of the member states will be carried out in stages.

Within the framework of the "cabotage" program, transportation is carried out from 2016 to 2025. Kazakhstan will apply restrictions on admission to its domestic market of carriers of the Republic of Belarus and the Russian Federation until 2025.

According to the "coasting" transportation program, liberalization will be carried out in 4 stages.

«I stage - from January 1, 2016 to December 31, 2017;
Stage II - from January 1, 2018 to December 31, 2019;
Stage III - from January 1, 2020 to December 31, 2024;
Stage IV - from January 1, 2025 » [2].

Thus, full open access to the domestic market of Kazakhstan will be provided since 2025. In accordance with bilateral agreements, the Russian Federation and the Republic of Belarus will switch to liberalization earlier. At the same time, from January 1, 2016, the Kyrgyz Republic and the Republic of Armenia joined the "coasting" transportation program.

In 2016, according to the data of the Eurasian Economic Commission (ECE), motor transport in the Eurasian Economic Community made up 82.3% of the total volume of transported goods (excluding pipeline transport) and 94.4% of passenger traffic. In comparison with 2015, the freight turnover of road transport increased by 1.0% to 422.2 billion ton-kilometers, and passenger turnover increased by 3.8% to 373.6 million passenger-kilometers [4].

As of the beginning of 2016, the World Bank estimated that the EurAsEC member states accounted for about 1.7 million km of public roads, and the Union's road network is the fifth largest in the world. The main cargo and passenger transportations are carried out on public roads with hard surface. The share of public roads in the total length of the Union was 73.1% of the length of public roads, which made more than (1.7) 1.6 million kilometers at the beginning of 2016.

On average, for EurAsEC member states, the density of roads increased by a third over the past five years and amounted to 64.5 kilometers per 1,000 square kilometers of the territory of the Union [4].

Increase in the density of the road network in the EEU was due to the expansion in the length of public roads in the Russian Federation and the Republic of Belarus.

It is important to note that the construction of high-speed lines will lead to an increase in the employment of the population, the development of new industries and regions, the emergence of technological innovations, attracting investment in the territory of the Union member states. [5].

In the field of water transport, the Agreement on Shipping is currently being drafted by the EurAsEC member states, the signing of which was delayed due to the incompleteness of the process of internal harmonization by the member states of the EurAsEC. The last time this issue was considered on February 11, 2017 at the 6th Meeting of the Heads of authorized bodies of the EurAsEC member states in the field of transport on February 11, 2017.

The Agreement envisages the following provisions:

«- the right of a court under the flag of a Member State to carry cargo, passengers and their luggage, towing between the flag State of the vessel and another Member State on adjacent inland waterways;

- transit passage along the inland waterways of another Member State, except for carriage, towing between ports, and transport in (from) ports of another Member State and third countries»[6].

Within the framework of the “Inland Water Transport Direction”, the following measures are underway: harmonization of the Member States legislation, improvement of the procedure for the passage of vessels on inland waterways, harmonization of training programs, the mutual recognition of certificates, diplomas and documents of crew members of ships and the organization’s personnel.

In the field of railway transport, the EurAsEC member states agreed:

–on a gradual formation of a common market for transport services;

–on ensuring non-discriminatory access to rail transport services for transportation within the territory of each Member State;

–on the provision of carriers access to the services of the railway transport infrastructure at the infrastructure sites within the framework of the EurAsEC;

–on the introduction of uniform tariffs for railway transport services;

–on the conditions for carriers access to the territory of the EurAsEC member states;

–on internal tariffs for transit traffic [5].

It should be noted that when goods are transported by rail from one state to another by transiting through the seaports of another state and in the opposite direction, the unified (internal) tariff, which is considerably below the transit tariff, is applied from the moment EurAsEC Agreement enters into force.

The governments of the EurAsEC member states have unified the national legislation in the area of air transport in accordance with the norms and principles of international law in the field of civil aviation, and created the conditions for ensuring flight safety, expanding air communications and providing equal conditions for access of the aviation companies of the countries participating in the EurAsEC to the infrastructure.

In addition, the EurAsEC member states agreed in the area of air transport:

–on the coordination of efforts on a unified approach to the application of the standards and recommended practices of the International Civil Aviation Organization (ICAO);

–on the possession of full and exclusive sovereignty by Member States over the airspace within its own territory;

–on the aircraft flight operations of the Member States within the framework of the EurAsEC on the basis of international treaties of the Member States and (or) permits issued in accordance with the procedure established by the legislation of the Member States[5].

In order to ensure transport security in the member states of the Eurasian Economic Community and to create an efficient and safe transport platform for unhindered cargo flows throughout the Eurasian continent, the following measures are necessary:

1) harmonize the legislation of the member states of the Union in the area of transport and natural monopolies;

2) create conditions for attracting large-scale and effective investments;

- 3) to ensure the balance of economic interests of market actors on mutually acceptable, including competitive conditions;
- 4) create equal conditions for access to transport services;
- 5) create multi-modal logistics centers;
- 6) increase the level of safety and quality of transportation services;
- 7) ensure transparency of tariff formation, stabilization of prices and tariffs for railway transport services.

The above measures will not only ensure the transport security of member states, but also develop the economy of the countries of the Union as a whole.

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СЕЛЬСКОХОЗЯЙСТВЕННОЕ ПРОИЗВОДСТВО И ЕГО ЭФФЕКТИВНОСТЬ

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Рассматриваемая тема является очень актуальной и социально значимой проблемой в нынешнее время. Сельскохозяйственное производство является уникальной и классической областью общественного производства. По многообразию производимой продукции, используемым процессам и технологиям, объектам производственной деятельности, количеству материальных и трудовых ресурсов, а также по уровню использования научно-технических достижений, сельское хозяйство отличается от других сфер производства. Кроме того, сельскохозяйственные производители являются основным источником обеспечения продовольственной безопасности страны и увеличения уровня жизни сельского населения.

Всем известно, что аграрный сектор развитых стран, как США, сегодня представляет собой высокоорганизованное производство сельскохозяйственных продуктов, для получения которых применяются самые современные достижения научно-технического прогресса.