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КЫРГЫЗСТАНДАГЫ ЛОГИСТИКАЛЫК ИНФРАСТРУКТУРАНЫН
КӨЙГӨЙЛӨРҮ

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ПРОБЛЕМЫ ЛОГИСТИЧЕСКОЙ ИНФРАСТРУКТУРЫ
В КЫРГЫЗСТАНЕ

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PROBLEMS OF LOGISTICS INFRASTRUCTURE
IN KYRGYZSTAN

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XX кылымдын аягында Борбордук Азиядагы Евразия континентинин борборунда жайгашкан беш жаңы көз карандысыз мамлекеттердин пайда болушу Улуу Жибек жолуна кызыгуунун жаңы толкунун пайда кылган. Кайсыл бир кездерде «бул гиганттын курамын бойлой дипломатиялык элчиликтер, зыяратчылар жана саякатчылар гана эмес, соодагерлер да көчүп келишкен, алар чыгыштан батышка, батыштан чыгышка кургактык жана деңиз аркылуу ар кандай жүктөрдү ташыган, өзгөчө байыркы жол системасы. Бизге жакын болгон өткөн кылымдын убагында эле аймакта жабык типтеги пландуу экономикага толук шайкеш келген жакшы транспорттук инфраструктура түзүлгөн. Кийин эгемендүүлүккө ээ болуп, чоң көйгөйлөр менен жалгыз калган аймактын ар бир мамлекети тарифтерге, визалык режимге, чек ара көзөмөлүнө байланыштуу өзүнүн соода эрежелерин орноткон. Мунун баары начарлап бараткан транспорттук инфраструктуранын шартында бул өлкөлөргө өздөрүнүн өтө чектелген ички рыногунан чыгууга эч кандай жардам берген жок Бул макалада Кыргызстандын транспорт тармагынын учурдагы абалы талкууланат. Транспорт тармагындагы мамлекеттик саясат, ошондой эле Кыргызстандын дүйнөлүк экономикалык байланыштарга активдүү кириши каралды.

Негизги сөздөр: транспорт, логистика, рынок, инфраструктура, көз карандысыздык, экономика, жибек жолу, интеграция.

В конце XX века появление новых независимых государств, пять из которых находились в центре Евразийского материка в Центральной Азии, пробудило новую волну интереса к Великому Шелковому пути. Когда-то, «по составляющей эту гигантскую, особенно для древности, системе дорог двигались не только дипломатические посольства, паломники и путешественники, но и купцы, которые по суше и по морю везли с востока на запад и с запада на восток разнообразные товары». Уже в более близкие нам времена прошлого столетия в регионе была создана хорошая транспортная инфраструктура, полностью соответствующая плановой экономике закрытого типа. Впоследствии, став независимыми, оставшись наедине с огромными проблемами, каждое государство региона устанавливало собственные правила торговли, касающиеся тарифов, визового режима, пограничного контроля. Все это в условиях ухудшающейся инфраструктуры транспорта мало способствовало выходу этих стран за пределы собственного весьма ограниченного внутреннего рынка. В данной статье рассматривается современное состояние дел в транспортной отрасли Кыргызстана. Государственная политика в области транспорта, а также активное вхождение Кыргызстана в мирохозяйственные связи.

Ключевые слова: транспорт, логистика, рынок, инфраструктура, независимость, экономика, шелковый путь, интеграция.

At the end of the 20th century, the emergence of new independent states, five of which were located in the center of the Eurasian continent in Central Asia, aroused a new wave of interest in the Great Silk Road. Once, "not only diplomatic embassies, pilgrims and travelers, but also merchants moved along the component of this gigantic, especially for antiquity, road system, who transported various goods from east to west and from west to east by land and sea." Already in the times of the last century, which are closer to us, a good transport infrastructure was created in the region, which is fully consistent with the planned economy of a closed type. Subsequently, having become independent, left alone with huge problems, each state of the region established its own trade rules regarding tariffs, visa regime, and border control. All this, in the face of a deteriorating transport infrastructure, did little to help these countries go beyond their own very limited domestic market. This article discusses the current state of affairs in the transport industry in Kyrgyzstan. State policy in the field of transport. As well as the active entry of Kyrgyzstan into world economic relations. Methods. When writing the article, general scientific and special methods were used, such as: a systematic method of analysis; content analysis method; method of comparative analysis; method of analysis and synthesis; system approach method

Key words: transport, logistics, market, infrastructure, independence, economy, silk road, integration.

Kyrgyzstan is a small country, both in terms of territory and population, and in terms of economic parameters, it belongs to countries with a small and open economy. Among other problems, this also means a slight integration of the country into the world economy. At the same time, seeing the undeniable advantages of active involvement in the world economy and the fact that this process can become an effective lever for both the modernization of the country and the general recovery of the economy, Kyrgyzstan paid serious attention to solving foreign economic issues. Throughout the years of reform, great efforts have been made to increase the country's participation in the system of the international division of labor. The liberalization of foreign economic activity was carried out, in 1998 Kyrgyzstan (the first in the CIS) joined the World Trade Organization, which, presumably, somewhat improved the dynamics of foreign trade.

Cooperation aimed at removing barriers to the exchange of goods and services plays a special role in the problem of more effective inclusion of Kyrgyzstan in the system of both world and regional inter-economic relations.

Among the most serious barriers to exchange (due to the lack of access to the sea and poorly connected transport infrastructure) are high transport costs and long transport times. According to international organizations, on average, transport costs in Central Asian countries are two times higher than in developing countries and three times higher than in developed countries [1].

It should also be noted that in conditions when all the countries of Central Asia are experiencing the above difficulties, these problems are most acute for Kyrgyzstan. Thus, the share of the country's transport costs in the export and import of goods is the highest in Central Asia - 10% in imports, 14% in exports [2].

The current state of affairs in the transport sector of Kyrgyzstan cannot be called optimal, and the level of development is sufficient.

It should be noted that almost the entire territory of Kyrgyzstan (95%) is a mountainous landscape. To a certain extent, this has influenced and continues to influence the development of the transport system. The Soviet Union left Kyrgyzstan with a well-developed transport network that once operated within one country, but was poorly connected to the outside world. At present, its infrastructure includes 34,000 km of total road length, 424 km of railways, 2 international airports and 21 aerodromes. It should be noted that road transport (both freight and passenger) accounts for 95% of all domestic transport. This once again testifies to the fact that the main spheres of the national economy of Kyrgyzstan largely depend on the state of the road network.

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Highways in Kyrgyzstan can be conditionally divided into two components: - transport corridors and internal networks of republican roads. Internal road networks are quite developed, and all settlements of the country, without exception, are connected by road transport. Transport corridors, which include 8 routes, with a total length of 2231 km, follow the directions: 1. Bishkek-Osh - 672 km; 2. Bishkek-Almaty - 16 km; 3. Bishkek - Chaldovar - 31 km; 4. Bishkek - Naryn - Torugart - 533 km; 5. Taraz - Talas - Suusamy - 199 km; 6. Osh - Sarytash -

Irkeshtam - 253 km; 7. Osh - Isfana - 385 km; 8. Sarytash - Karamyk - 142 km;

Two thirds of these roads, namely 1,346 km, are in poor and very poor condition. Of course, this cannot but increase the costs of producers, reduce the competitiveness of goods and reduce budget revenues. Thus, the deplorable condition, when the entire road network has lost its bearing capacity, and transport and operational indicators have fallen to a critical level, increases operating costs and travel time. To offset these costs and generate more profit, carriers allow widespread overloading of vehicles, which in turn leads to further destruction of the roadway. Thus, it can be stated that the process of deterioration in the quality of road transport infrastructure in Kyrgyzstan is proceeding in a loop pattern.

To be fair, it should be noted that since 1994 various road rehabilitation projects have been launched in the country, of which four have been completed, three are underway, and work has begun on one of them. According to the Ministry of Transport and Communications, the following projects on public private partnership are planned to be implemented in the coming years: Kuvaky Pass and Almaty-Issyk-Kul.

However, these observed efforts to rehabilitate roads and improve road surfaces should not be overestimated. The current situation in the economy, the presence of a budget deficit and a large external debt, even with the country's economic indicators improving, cannot create conditions for the necessary financing of road maintenance. In recent years, its volume has not exceeded 250 million soms, which, according to experts, is no more than 20% of the amount of funds required to maintain the roadbed in a satisfactory condition. Therefore, the problems of highways are the most acute for the national economy of the country.

At the same time, taking into account the current situation and the fact that the development of national road networks is the most important condition for the formation of a favorable investment climate, improvement of the conditions for mutual trade, the competitiveness of domestic goods, and the integration of transport infrastructure into the world transport system is part of the process of inclusion in the system of international division labor.

The Government of Kyrgyzstan, in its policy for the development of the road network, plans until 2025. focus on areas such as: prioritization, construction and rehabilitation of roads; ensuring the required technical and economic characteristics and traffic safety; the introduction of market mechanisms in the management of road facilities, changes in the principles of taxation and the gradual restoration of destroyed roads.

It must be said that there are still no market mechanisms in the road sector of the country, and the transition to them should return the economic sense of this infra-

structure industry, so that it primarily works for consumers of transport services.

Rail transport is of great importance in the transport of goods. Improving the efficiency of railway transport, reducing the cost of transportation, improving the quality and improving the market for transportation services through goals, since their achievement will provide reliable and inexpensive communications. Expansion of the transit component provides access to international economic centers.

There is a well-developed railway network in Kyrgyzstan. Although, judging by the density of highways (in Kyrgyzstan, it is the lowest in Central Asia - 2 per 1000 sq. Km of territory), railway transport is underdeveloped. The total length of railways, as mentioned above, is 428 km. In the north of the republic, the length of the highway is 220 km, in the south there are branches from the Uzbek railway of a short length, while there is no railway connection between the South and the North of the country.

On the whole, the economic reforms of the early 1990s, which primarily caused the rupture of inter-economic ties, had a twofold effect on the development of railway transport. Due to the fact that a sharp drop in production, a decline in the living standards of the population led to a constant reduction in the volume of freight traffic, and (although not so sharp) to a decrease in passenger traffic, a reliable and inexpensive route of communication has been underutilized throughout the years of independence. So despite the fact that since about 2000. the situation has begun to improve, and labor productivity in the railway sector is less than half of the 1989 level. On the other hand, due to the incomplete volume of traffic, it was possible to maintain a generally good condition of the rail tracks. At the same time, the development of Kyrgyzstan, as an independent state, required the establishment of new economic relations and transport links, since the country's geographical position relative to the centers of the world economy was disadvantageous. At the same time, the neighborhood with China on the one hand and with Russia on the other can give Kyrgyzstan the function of a bridge between China, Southeast Asia (Russia, Central Asia and the Far East).

The development of transport corridors plays a special role here. In this regard, Kyrgyzstan participated in the financing of the road connecting Central Asia with the Iranian railway network. There are a number of projects, if implemented, of which the country can gradually become a very important transport hub and carrier of transit goods. Thus, Uzbekistan and Kyrgyzstan decided to jointly build a new railway corridor Uzbekistan - Kyrgyzstan - China. The Chinese side has expressed a serious interest in creating a new southern corridor, however, the protracted negotiations are associated with disagreements between the Kyrgyz and Uzbek sides along its route.

For almost a quarter of a century, the project for the construction of the China-Kyrgyzstan-Uzbekistan railway

(hereinafter KКУ) has been discussed. It should be noted that along the route proposed by the Kyrgyz side, the railway will pass through untouched mineral deposits such as coal (Kok-Yangak, Kara-Keche), gold (Makmal), aluminum and iron, which will undoubtedly contribute to the growth of economic development of the area.

Thus, the length of the northern route was 268.4 km, thanks to which it may become possible to connect the currently divided railways in the north and south of Kyrgyzstan along the internal route Balykchi - Kochkor - Kara-Keche - Arpa - Kara-Suu. Thanks to this, Kyrgyzstan will be able to provide a railway network between all regions of the country.

Aviation transport, represented by the National Airline and registered private companies, 6 of which are already operating, and its infrastructure by two international airports in the cities of Bishkek and Osh, two regional airports in Jalal-Abad and Karakol, as well as 19 airfields in other settlements countries. To improve the efficiency of the air transportation sector, a reform of the industry is ripe, aimed, on the one hand, at a clearer differentiation by type of activity, on the other, at creating conditions for attracting investments, strengthening and developing the material and technical base. The main problem in the activity of the country's air transport is the deterioration of the technical and economic characteristics of aircraft and the lack of its own sources for the modernization of its fleet.

At the same time, according to experts, the use of Manas International Airport as a transit base for refueling and storage of goods at cargo terminals is a promising direction for further economic growth and a basis for the development of infrastructure services in Kyrgyzstan.

As for water transport, as in the days of the USSR, its action is limited only to Lake Issyk-Kul. However, the volume of cargo transportation after 1991 fell by about 20 times.

It is difficult to imagine a modern economy without the development of information and communication technologies. Telecommunications are today the most dynamically developing sectors of the economy of the Kyrgyz Republic. Since 2001, the number of cellular subscribers has increased 200 times. At the same time, it is predicted that in the coming years their growth rates will be 30-50% per year. Already now Kyrgyzstan is the second largest mobile communications market in Central Asia. Currently, there are 4 telephony operators with state licenses. The dominant company is "O", which covers the whole country and more than 70% of subscribers.

The national telecom operator is a stable and profitable state-owned company, Kyrgyztelecom JSC. It owns backbone networks and communication lines, which does little to liberalize and intensify competition in the communication market. The uneven development of the telecommunications infrastructure should be noted.

Today the country has more than 500 non-telephony settlements. This is due to the fact that the installation of telephones in rural and hard-to-reach areas in communication is an unprofitable production. Along with this, the existing disadvantages should be attributed to the fact that the main part of the communication infrastructure remains analog. The transition to a digital system requires significant financial investments, while the unprofitability of the activity makes it difficult to attract investments.

Few now dispute the fact that international trade promotes economic growth, allows trading countries to specialize and achieve economies of scale that would be impossible without specialization. In the medium and long term, it provides higher rates of economic growth, helps attract foreign direct investment and provides access to modern technologies through them.

The most significant contribution to the change in world economic relations in the last 30 years of the last century was made by the tendency to expand the tertiary sector of the economy. Trade in services, including the transport of goods and passengers, is now of growing importance for the international division of labor. International competitiveness is largely decided in these areas. Of paramount importance for countries with a young market economy is the question of the extent to which they will be able to join the intraregional and interregional exchange of services at a competitive level. In this regard, I would like to draw attention to the following. During the recent years of economic reforms in the transition to a

market economy, reforms in the field of privatization, the banking sector and the financial system, the improvement of tax policy, etc. have played a decisive role in ensuring the economic growth of Kyrgyzstan. However, today we can confidently say that without solving the region's infrastructure problems, progress towards full-fledged economic growth will slow down. The needs of both Kyrgyzstan and the Central Asian region as a whole in the field of infrastructure, primarily transport, are so great, and the effect of improvement can be so significant that cooperation in the field of infrastructure renovation can and should become a priority for international organizations.

It is known that the main conditions determining the competitiveness of the transport system in the international market of transport services are, firstly, the inclusion of the country's transport communications in the infrastructure of international transport corridors and, secondly, the development of international transit to attract and develop international cargo flows. From this it is clear why a number of international organizations are directing their efforts towards establishing joint work in the field of transport and its infrastructure.

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