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**THE ROLE OF LOGISTICS IN IMPROVING THE EFFICIENCY
OF THE ECONOMY OF THE AGRICULTURE
OF THE REPUBLIC OF KAZAKHSTAN**

Abstract. In the article the authors reveal the role of logistics in improving the efficiency of the agricultural economy in the Republic of Kazakhstan. Logistics in agriculture is very necessary, as for the further sustainable development of the economy of agriculture the development of transport and logistics infrastructure will become a real catalyst. Taking into account the geographical position of our country, we are looking forward to further deepening the integration interaction of the participating states in the formation of the Single Transport Space. In addition, we will develop promising transport corridors. Among the advantages of doing business is the huge potential of Kazakhstan's agriculture (availability of land) and agro-industrial complex (processing and logistics), good professional training in the public and private sectors. The tendencies of modern development, connected with the formation of a new pole of economic activity within the framework of the EEA, China and Iran, predetermined the historical role of Kazakhstan as a transit intersection connecting all four parts of the Eurasian continent with transport arteries.

Keywords: logistics, role, agriculture, logistics, efficiency.

Introduction. The geographical position of Kazakhstan in the center of the Eurasian continent, between the largest economically developed countries (Russia and China) and the capacious consuming Central Asian region, determines the huge transit potential of the republic and creates real prerequisites for the participation of Kazakhstan's transport network in the formation of Eurasian corridors. Very topical is the implementation of the proposed by the President of Kazakhstan N. Nazarbayev at a meeting of the Council of Foreign Investors in Astana a project to revive the Great Silk Road. As noted by the President of Kazakhstan, this mega-project will allow increasing the volume of transit cargo traffic through Kazakhstan by 2 times, by 2020, with further bringing it to at least 50 million tons. The implementation of these directions will undoubtedly contribute to the development of the transit potential of our country.

Methods of research. The main methods of research are a method of deduction and induction, as well as a comprehensive approach and a method of scientific abstraction. The variety of goals, objectives and areas of activity in agriculture predetermines various criteria for assessing the effectiveness of economic entities.

Results. With the creation of the SES, the further deepening of the integration interaction of the participating states in the formation of the Common Transport Space and the development of promising transport corridors is very topical. The tendencies of modern development, connected with the formation of a new pole of economic activity within the framework of the EEA, China and Iran, predetermined the historical role of Kazakhstan as a transit intersection connecting all four parts of the Eurasian continent with transport arteries. Today in this development vector in Kazakhstan many large infrastructure projects are implemented, providing the shortest land routes from Europe to China and back, as well as to the countries of the Persian Gulf. According to experts, the preamble to the formation of Kazakhstan as a major hub for the transit flows of the Eurasian continent implies integration in the field of transport and

logistics with other countries, primarily with Russia, China, Iran and the Central Asian republics. The effectiveness of using this potential is determined by the ability of the state to fully realize the available resources. The Republic of Kazakhstan, territorially located in the center of the continent, which has all the necessary resources, motor transport lines and railways, air and sea fleet, in addition to accessing the main sea trade routes, these opportunities are now more than enough.

In Kazakhstan, unfortunately, there is no functioning logistic system that would strengthen the position of the agricultural industry as a whole. Many farms are not only remote from processing plants, but also from well-maintained roads, through which it is possible to transport products quickly and easily. A convincing explanation of the problem can be the fact that the agricultural products produced in the southern regions of Kazakhstan are "bought on the margins for cents, and in the north of Kazakhstan it is already sold for dollars. At the same time, the wrapping consisting, in particular, of transportation costs is calculated even not by interest, but multiply - a hundred times, and sometimes more expensive." The reason for such a situation is not unknown: the food bridge between manufacturers and intermediaries is occupied by an infinite number of intermediaries. On the way to the end consumer, prices can be regulated by the whims of intermediaries and often grow by 50 percent or more.

The State Program for the Development of the Agro-Industrial Complex of the Republic of Kazakhstan for 2017-2021 The agrarian and industrial complex was approved by the Decree of the President of the Republic of Kazakhstan on February 14, 2017. The main priorities of the Program were saturation of the domestic market and development of the export potential of domestic products, maximum involvement of small and medium-sized farms in agricultural cooperation, efficient use of water resources and development of trade and logistics infrastructure. The trends of regional and global development put forward new requirements for Kazakhstan as a transit state, to date, more complex issues related not only to the quantitative growth of the transit potential of all types transport, since, ideally, the aggregate transport and transit potential of the country should have maximum opportunities to meet the needs of the economy and the population in conditions of efficient, comfortable and safe transport that follows the equally perfect road, rail and other lines, including through transit corridors, leading to the markets of third countries. At the same time, the main transport arteries should be organically integrated with the world transport system on the basis of using the transit corridors available in the framework of the forthcoming Eurasian transport integration.

Over the past 5 years, Kazakhstan within its framework has committed a "railway revolution", having built latitudinal corridors West-East.

At the same time, it is significant that within the framework of the implementation of major investment projects in the railway sector, the roads connecting Almaty with Zhezkazgan and further, through Beineu, with Turkmenistan, were built.

At the present stage of integration into the world economy for the states of Central Asia, the problem of the lack of access to the sea is a stumbling block. In these conditions, Kazakhstan stands as the leader of integration processes and opens new opportunities for the Central Asian republics to overcome their main problems related to the lack of direct access to sea trade and transport arteries.

In the Republic of Kazakhstan, systemic work is carried out to improve the quality of transport services. First and foremost, this is a reduction of transport time, a reduction in transportation costs, optimization of tariffs, safety of goods and, importantly, preparation of a high-quality personnel potential, which is designed to ensure the normal operation of the entire logistics system.

About 70% of all transportation in the republic is by rail. In this regard, the President of the Republic of Kazakhstan, Nursultan Nazarbayev, set the task of creating a transport logistics cluster. At present, the Aktau seaport has been transferred to the trust management of the national company JSC "Kazakhstan Temir Zholy", the issue of transferring a number of large terminals at airports and automobile terminal complexes is being decided.

Large logistics projects are carried out by the staff of the Kazakh Academy of Transport and Communications named after M. Tynyspayev - the feasibility study of the Trans-Kazakhstan railway has

been completed, which will allow to reduce cargo transportation from the southern ports of China for 10-15 days compared to sea transportations.

Throughout the world, logistics itself is a very profitable segment. The world market of transport logistics is estimated at 2.7 trillion US dollars, i.e. about 7% of world GDP. In developed countries, the share of transport logistics is somewhere around 13-14% of GDP. So in Ireland this indicator reaches 14.2%, in Singapore - 13.9%, Hong Kong - 13.7%, in Germany - 13%. This shows that these countries pay special attention to the development of this sector as one of the sources of national income. In Kazakhstan, the share of logistics is approximately 8%.

It can be noted with confidence that transit potential should be considered as a point of economic growth of the country. To this end, it is necessary to increase the attractiveness and creation of the most modern efficient transport and logistics system in the CIS, improve transport and logistics operations in any mode of transport, taking into account the provision of a wide range of services, offer competitive tariffs, further improve the corridors for transit freight flows to constant, linear, basis, where the time limits for the passage, cost and systematic use of these corridors will be clearly determined, the organization and the development of optimal conditions and infrastructure for incoming and outgoing *gruzopoto-kov*, followed by local distribution to the final destination. It should be noted that this is still far from a complete list of tasks that need to be fulfilled in order to maximize the transit potential of Kazakhstan. If this is done, Kazakhstan will greatly benefit from the contribution of transport logistics to economic development.

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ҚАЗАҚСТАН РЕСПУБЛИКАСЫ АУЫЛ ШАРУАШЫЛЫҒЫ ЭКОНОМИКАНЫҢ ТИІМДІЛІГІН АРТТЫРУДАҒЫ ЛОГИСТИКА РӨЛІ

Аннотация. Авторлар Қазақстан Республикасындағы ауыл шаруашылығы экономикалық тиімділігін арттыру бойынша логистиканың рөлі көрсетеді. ауыл шаруашылығында Логистика ауылдық экономиканың одан әрі тұрақты дамуы үшін қажетті көлік және логистикалық инфрақұрылымды дамыту бойынша нақты катализаторы болмақ, өте қажет. Біздің еліміздің географиялық орналасуы ескере отырып, біз одан әрі-ваніуіу бірыңғай көлік кеңістігін құрылған қатысушы мемлекеттердің интеграциялық ынтымақтастықты тереңдетуге *predstavlyu-etsya*. Бұдан басқа, біз болашағы бар көлік дәліздерін дамытудамыз. бизнесті жүргізу артықшылықтарын арасында Қазақстан ауыл шаруашылығы (жер болуы) және ауыл шаруашылығы (өңдеу және логистика), мемлекеттік және жеке сектордағы жақсы оқыту зор әлеуетін атап өтуге болады. Қазіргі заманғы даму тенденциялары, экономикалық қызмет ЕурАзЭҚ, Қытай және Іга-па жаңа полюстер аясында қалыптастыру байланысты, автомагистральдарда Еуразия құрлығының барлық төрт бөлігін байланыстыратын транзиттік қиылысына ретінде Қазақстанның тарихи рөлін анықталады.

Түйін сөздер: логистика, рөл, ауыл шаруашылығы, логистика, тиімділік.

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РОЛЬ ЛОГИСТИКИ В ПОВЫШЕНИИ ЭФФЕКТИВНОСТИ ЭКОНОМИКИ СЕЛЬСКОГО ХОЗЯЙСТВА РЕСПУБЛИКИ КАЗАХСТАН

Аннотация. В статье авторы раскрывают роль логистики в повышении эффективности экономики сельского хозяйства в Республике Казахстан. Логистика в сельском хозяйстве весьма необходима, так как для дальнейшего устойчивого развития экономики сельского хозяйства реальным катализатором станет развития транспортно-логистической инфраструктуры. Учитывая географическое положение нашей страны, нам представляется дальнейшее углубление интеграционного взаимодействия государств-участников по формированию Единого транспортного пространства. К тому же получим развитие перспективных транспортных коридоров. Среди преимуществ ведения бизнеса можно отметить огромный потенциал сельского хозяйства Казахстана (наличие земли) и агропромышленного комплекса (переработка и логистика), хорошая профессиональная подготовка в государственном и частном секторе. Тенденции современного развития, связанные с формированием в пределах ЕАЭС, Китая и Ирана нового полюса экономической активности, предопределили историческую роль Казахстана как транзитного перекрестка, соединяющего транспортными артериями все четыре части Евразийского континента.

Ключевые слова: логистика, роль, сельское хозяйство, логистическая деятельность, эффективность.

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