



T.A. Sadvakasov¹, E.Zh. Ospanov¹, D.A. Berikbolov¹,
Zh.Kh. Jarasbayeva¹

¹*Border Academy of the National Security Committee of the Republic of Kazakhstan,
Almaty, Kazakhstan
(E-mail: A.aitpaev@list.ru)**

Analysis of the functioning of automobile checkpoints in the transit corridor system of the Republic of Kazakhstan: problems and development prospects

The article presents an overview of the main automobile transport and transit corridors and automobile checkpoints located on their routes. An analysis of the development of automobile transport and transit corridors is conducted through the prism of the functioning of automobile checkpoints. Based on the results of the analysis, problematic aspects of automobile checkpoints that hinder the development of transport and transit corridors of the Republic of Kazakhstan are identified and analyzed. The article was prepared as part of a study of problems in automobile checkpoints on the routes of transport and transit corridors of the Republic of Kazakhstan.

Keywords: international transport corridors, transport and transit potential, automobile check point, border control, vehicles.

Introduction

Globalization and strengthening of the international integration, the national interests of the Republic of Kazakhstan are acquiring special significance [1]. The implementation of national interests presupposes a complicated approach to provide state security, including sovereignty, territorial integrity, and socio-economic development. Economic security, represented by production competitiveness, public welfare, and the provision of financial, energy, food, and transport security, has been elevated to a key priority of state policy. In this context, special attention is paid to modernization and innovative renewal of the economy as the foundation to achieve high development dynamics. The strategy «Kazakhstan-2050» and the Message of the President of the country «Kazakhstan Way – 2050» define the directions of reforms and set an ambitious aims of becoming one of the 30 developed countries of the world, which implies a deep modernization of the economy, the development of investments, science and small medium-sized businesses. According to the Foreign Policy Concept for 2020-2030, the deepening integration of Kazakhstan's economy into the global economic system envisions the country's transformation into a transcontinental transit and logistics hub, which is facilitated by Kazakhstan's geographical location between the economic markets of China, the European Union, and the Asia-Pacific region. This location requires communications integrated with the world transport



system [2]. For integration into the world transport system, Kazakhstan has huge transport and transit corridors, along which there are automobile checkpoints, which currently have insufficient capacity. This limitation is a serious obstacle to the effective use of the transport and transit potential of Kazakhstan. Insufficient ability of automobile checkpoints leads to delays in the transfer of goods, an increase in delivery time and, as a result, a decrease in the competitiveness of transport routes passing through the country. It seems these problems were considered and confirmed in the Concept for the development of the country's transport and transit potential [3]. Thus, it is necessary to pay attention that without solving the ability issues of automobile checkpoints, it is impossible to achieve full integration of Kazakhstan into the global transport system and realize its potential as a key transit hub on the Eurasian continent. In this regard, the issues identifying and analyzing problematic aspects of automobile checkpoints that limit the development of the country's transport and transit potential becomes particularly relevant.

Problem Statement. Existing automobile checkpoints in Kazakhstan face ability limitations and low efficiency, which prevents the country from realizing its full transport and transit potential.

Analysis of the latest research and publications on the development of transport and transit potential has revealed the interest of a number of scientists in this topic. Foreign authors A.A. Korolev and A.A. Dutin [4] examined international transport logistics trends, while A.A. Akaev and V.A. Sadovnichiy [5] researched trade ways within China's «One belt and one road» strategy. Domestic scientists M.B. Izteleuova [6], E.S. Iskaliev [7], Zh.B. Rakhmetulina, and A.T. Karipova [8] researched issues of developing Kazakhstan's transport and transit potential.

However, issues of development of transport and transit corridors through the prism of the functioning of automobile checkpoints and their impact on the country's transit potential remains insufficiently studied.

The aim of the study is to identify and systematize critical factors affecting the capacity and efficiency of automobile checkpoints in Kazakhstan, to justify necessary measures to improve their functioning and increase the competitiveness of the country's transit corridors.

Research methods include general scientific and special methods. Analysis and synthesis were used to study documents and literature. Telephone interviews with experts were conducted to collect information about the condition and problems of automobile checkpoints. SWOT analysis was applied to evaluate strengths, weaknesses, opportunities, and threats in the operation of border crossing points. This complicated approach allowed for a thorough examination of vehicle check point's operations and identification of main obstacles to the development of transport and transit corridors in Kazakhstan.

*Main Part*

In the context of globalization and strengthening international integration, the national interests of the Republic of Kazakhstan are getting particular significance [9]. The realization of national interests requires a complex approach to provide state security, including sovereignty, territorial integrity, and socio-economic development. Economic security, determined by production competitiveness, public welfare, and the provision of financial, energy, food, and transport security, has been elevated to a key priority of state policy.

In this connection, special attention is paid to modernization and innovative renewal of the economy as the foundation for achieving high development dynamics. The Strategy «Kazakhstan-2050» and the President's Message «Kazakhstan's Way – 2050» define the directions of reforms and set an ambitious goal of joining the top 30 developed countries in the world, which implies big economic modernization, increasing of investments, science, and small and medium-sized businesses. According to the Foreign Policy Concept for 2020-2030, the introduction integration of Kazakhstan's economy into the global economic system the country's transformation into a transcontinental transit and logistics hub, which is due to the geographical location of the territory of Kazakhstan [10].

It should be noted that the territory of the Republic of Kazakhstan is crossed by main transcontinental destinations connecting the Asia-Pacific region, the Middle East, and Europe. Nowadays, seven international transport corridors operate through Kazakhstan: «TRACECA», «North-South», «Western Europe - Western China», «TARM Northern Corridor», «TARM Southern Corridor», «TARM Central Corridor» and «TITR» [11]. These international transport corridors (ITCs) represent a network of main transport routes with corresponding infrastructure, providing the transportation of passengers and cargo between different countries. ITCs are multimodal routes including various types of transport - air, sea, railway, and highway [12].

In this context, the main directions of transit corridors are analyzed. The territory of the Republic of Kazakhstan is crossed by several transit road corridors that can contribute to increasing the country's transport and transit potential.

1. Uzbekistan border – Shymkent – Taraz – Bishkek – Almaty – Korgas – China border
2. Uzbekistan border – Shymkent – Kyzylorda – Aktobe – Uralsk – Russian Federation border
3. China border – Almaty – Karaganda – Astana – Petropavlovsk – Russian Federation border
4. Russian Federation border – Atyrau – Aktau – Turkmenistan border
5. Russian Federation border – Pavlodar – Semipalatinsk – Maikapchagai – China border
6. Astana – Kostanay – Russian Federation border (sub-variant of corridor №3) [13]

According to the Decree of the Government of the Republic of Kazakhstan, 44 automobile checkpoints operate along the routes of the mentioned transit



corridors [14], which play the main role in providing the ability and efficiency of transport and transit flow through the country. Automobile checkpoints are classified as multilateral, facilitating the passage of vehicles in any direction, and bilateral, designed exclusively for transportation between neighboring states.

Over the past 10-15 years, the country's head has adopted various state programs aimed at developing effective ways to formation Kazakhstan's transit potential. Some state programs have been completed, though not all their objectives were fully achieved: State Program for Accelerated Industrial-Innovative Development of the Republic of Kazakhstan for 2010-2014 [15], Program for Transport Infrastructure Development in the Republic of Kazakhstan for 2010-2014 [16], Strategic Development Plan of the Republic of Kazakhstan until 2020 [17], State Program for Development and Integration of Transport System Infrastructure of the Republic of Kazakhstan until 2020 [18], while other state programs are still not completed.

One of the main reasons for this is the limited ability of automobile checkpoints, which limits the full realization of the country's transport and transit potential. Long delays for individuals and vehicles during control procedures at checkpoints negatively affect the transport system's efficiency and reduce the country's attractiveness as a transit corridor [19].

The majority of state's rejection of the "iron curtain" policy, their accession to international treaties that ensure freedom of movement for citizens, and the expansion of interstate relations have led to a sharp increase in the intensity of movement of people and vehicles across the state borders, and the volume of goods and cargo transported across them.

This circumstance has both a positive and negative side. The positive side includes the expansion of economic, political and cultural ties between states and other countries, and the perception by the world community of Commonwealth of Independent States as democratic states.

The negative influences can be attributed to the creation of objective prerequisites for spectrum expansion national security threats CIS member states.

About this, Prime Minister Alikhan Smailov noted that to increase cargo flows along transit destinations, existing barriers must be minimized. These barriers include cargo inspection procedures and checking document during crossing state borders, as well as insufficient infrastructure development and other factors limiting the effective operation of the transport and logistics system [20].

In the period of studying this area, the author identified specific problematic aspects that limit the development of the country's transport and transit potential. These include the nonconformance of border crossing points' service infrastructure to modern standards and requirements, insufficient equipment with modern technical means, absence of separate control lanes for transit flow, different numbers of traffic lanes with other sides, unresolved issues of distribution of vehicle flows and travel purpose within border crossing points. The inattentiveness of service zones close to check points, lack of proper conditions for comprehensive



service of international traffic participants, and unsatisfactory condition of access roads to border crossing points also have significant impact [21].

Threats has a way of manifesting itself action, statement, gesture, behavior or some measurable quantity, etc. That is the threat itself carries information about events that may happen or not to occur in case of non-fulfillment certain conditions and can cause harm. Threat type and level directly determines the conditions for completing tasks to prevent or eliminate it. Timely threat identification possible subject to timely identifying its signs that carry information about both the threat itself and about the source of this threat.

So, it is necessary to take a set of measures to increase the ability of border crossing points in the conditions of developing the transport and transit potential of the Republic of Kazakhstan. To achieve this, a SWOT analysis of the current situation should be conducted, paying special attention to the operation of border crossing points. This analysis will help identify key factors affecting capacity.

Table 1 - SWOT analysis for the development of transport and transit potential of the Republic of Kazakhstan

Strengths (S)	Weaknesses (W)
<ol style="list-style-type: none"> 1. Kazakhstan's advantageous geographical position at the intersection of important transport corridors between Europe and Asia, which provides potential for high transit flow. 2. The presence of a developed network of transport and transit corridors connecting main cities and international destinations in Eurasia. 3. Kazakhstan's participation in Chinese initiative «One belt and one road». 4. Political stability and consistent state policy in the field of transport infrastructure development. 	<ol style="list-style-type: none"> 1. Insufficient capacity of check points, especially during peak load periods. 2. Delays of individuals and vehicles when going through control procedures at check points. 3. Long term control operations to check documents and inspect vehicles. 4. Outdated infrastructure and technical equipment of individual check points. 5. Insufficient level of implementation of modern information technologies and automated IT systems in the operations of points. 6. Creating of unnecessary barriers. 7. Corruption motives of control bodies at check points.
Opportunities (O)	Threats (T)
<ol style="list-style-type: none"> 1. Modernization and expansion of existing check points to increase their throughput capacity. 2. Implementation of advanced technologies and automated control systems at check points to speed up inspection and clearance procedures. 3. Development of infrastructure border, including the creation of transport and logistics centers and terminals near check points. 4. Strengthening cooperation between neighboring countries to conduct joint border crossing procedures and exchange information. 	<ol style="list-style-type: none"> 1. Geopolitical instability in the region which could negatively affect the volume of cargo flows and the functioning transport corridors. 2. Competition from the group of alternative transport routes and corridors passing through the territories of other countries. 3. Possible changes in the trade policies of Kazakhstan's key partners that could lead to reduction in the volume of freight traffic. 4. Risks associated with epidemiological situation and the introduction of restrictive measures affecting the operation check points and the transport industry as a whole.



Based on the presented SWOT analysis, it is possible to systematize the critical factors influencing the capacity and efficiency of automobile checkpoints in Kazakhstan as follows:

1. Infrastructure Limitations:

- facilities and infrastructure at check points do not meet modern standards;
- ineffective use of modern technologies and automated control systems capable of speeding up border control processes at check points and increasing efficiency;
- ineffective number of traffic lanes in the border control zone and inspection areas limits the capacity to handle freight and passenger flows, especially during peak periods.

2. Organizational and Technological Limitations:

- complex and uniform border control procedures for all types of flow lead to delays and reduced capacity;
- insufficiently effective coordination between the entities implementing control over crossing the State border makes it difficult to optimize the work of check points;
- many processes at border crossing points are not automated at the level of new digital technologies and AI for data processing, which increases the time for physical inspection and document processing.

3. Socio-Economic and Administrative Factors:

- ineffective number of personnel for full and timely execution of all necessary control procedures reduces overall capacity of check points;
- lack of systematic work increase motivation and develop ethical ideological values among employees has a negative impact on their responsibility and commitment to high work standards;
- corruption risks among employees of border control entities at check points remain at a fairly high level, in some cases this leads to the creation of artificial queues which reduce efficiency.

4. Geopolitical and External Factors:

- the strengthening of sanctions policy and military conflict in Eastern Europe have a large impact on transit and transport flows and forcing a revision of regional logistics routes;
- creation of alternative routes by passing the territory of Kazakhstan which creates a threat of reducing the attractiveness of the country's transit routes;
- changes in trade policy and economic priorities of Kazakhstan's partners, introduction of new trade barriers, sanctions, or changes in cooperation conditions can both increase and reduce transit flows.

5. Epidemiological and Environmental Risks:

- the risks associated with the pandemic and epidemiological situation remain quite high, which significantly affects the functioning of check points, reducing throughput capacity and as a consequence, the transit potential of the country;



- increasing international environmental standards require additional measures and financial costs which directly affects the speed and efficiency of flows.

Thus, these systematized critical factors provide a comprehensive understanding of problems affecting the capacity and efficiency of automobile checkpoints in Kazakhstan and can form the basis for developing measures to overcome them.

Conclusion

The conducted research allowed systematizing of key factors, which influence the capacity and efficiency of automobile checkpoints in Kazakhstan, categorizing them into different categories. The analysis confirmed the significance of infrastructural, technological, socio-economic, and geopolitical aspects, each contributing to the overall operation of border crossing points.

Infrastructure limitations remain one of the most critical aspects requiring modernization to increase capacity. Technological barriers emphasize the necessity for active implementation of modern automation and control systems that will accelerate and simplify border cross procedures. Socio-economic and administrative factors, including motivation issues and adherence to ethical standards, determine the level of responsibility and efficiency of employees, as well as the system's resistance to corruption risks. In conclusion, geopolitical changes and external challenges require Kazakhstan's flexibility and ability to adapt transit capabilities under the influence of external factors, such as changes in international trade, sanction regimes, and pandemics.

Comprehensive attention to each of these areas will allow Kazakhstan to improve its position as a transit hub, enhancing the efficiency and competitiveness of its transport and logistics system at the international level.

References:

1. Zakon Respubliki Kazahstan O nacional'noj bezopasnosti Respubliki Kazahstan. [Law of the Republic of Kazakhstan «On National Security of the Republic of Kazakhstan»] [Electronic resource]. - Access mode: <http://online.zakon.kz>. (circulation date 12.03.2024).

2. Ukaz Prezidenta Respubliki Kazahstan ot 06 marta 2020 goda № 280 «Ob utverzhdenii Konceptii vneshnej politiki Respubliki Kazahstan na 2020 – 2030 gody». [Decree of the President of the Republic of Kazakhstan dated March 06, 2020, No. 280 «On Approval of the Foreign Policy Concept of the Republic of Kazakhstan for 2020-2030»] [Electronic resource]. - Access mode: https://www.akorda.kz/ru/legal_acts/decrees/o-konceptii-vneshnei-politikirespubliki-kazahstan-na-2020-2030-gody. (circulation date 25.06.2024).

3. Postanovlenie Pravitel'stva Respubliki Kazahstan ot 30 de-kabrja 2022 goda № 1116 «Ob utverzhdenii Konceptii razvitija transportno-logisticheskogo potenciala Respubliki Kazahstan do 2030 goda». [Resolution of the Government of the Republic of Kazakhstan dated December 30, 2022, No. 1116 «On Approval of the Concept for Development of Transport and Logistics Potential of the Republic of Kazakhstan until 2030»] [Electronic resource]. - Access mode: <http://adilet.zan.kz/rus/docs/P2200001116>. (circulation date 25.06.2024).



4. Koroleva A.A., Dutina A.A. Mezhdunarodnaja transportnaja logistika: Konkurentnye pozicii Belarusi. [Koroleva A.A., Dutina A.A. International Transport Logistics: Belarus's Competitive Positions] Monografija. Minsk: Izdatel'skij centr BGU, 2020. – 165 p.

5. Akaev A. A., Sadovnichij V. A. Matematicheskoe modelirovanie i prognozirovanie kitajskogo megaproekta «Odin pojas – odin put'» i ego vlijanija na dolgosrochnoe jekonomicheskoe razvitie Evrosojuza, Kitaja i Rossii / [Akaev A.A., Sadovnichij V.A. Mathematical Modeling and Forecasting of the Chinese Megaproject «Belt and Road Initiative» and its Impact on Long-term Economic Development of the EU, China, and Russia] – M.: Mosk. red. izd-va «Uchitel'», 2018. – P. 54 - 65.

6. Izteleuova M.B. Razrabotka predlozhenij po sovershenstvovaniju transportnologisticheskoy sistemy Kazahstana [Izteleuova M.B. Development of Proposals for Improving Kazakhstan's Transport and Logistics System] // Dissertacija na soiskanie stepeni doktora filosofii (PhD). KazATiK im. M. Tynyshpaeva – Almaty: 2020. - 167 p.

7. Iskaliev E.S. Sozdanie transportno-logisticheskikh habov – fundament razvitiya jekonomiki Kazahstana. [Iskaliev E.S. Creation of Transport and Logistics Hubs - Foundation for Kazakhstan's Economic Development] [Electronic resource]. - Access mode: [http // https://sk-pharmacy.kz/rus/press-centr/smi_o_nas/sozdanie-transportno-logisticheskix-xabov%E2%80%93fundament-razvitiya-ekonomikikazaxstana](http://https://sk-pharmacy.kz/rus/press-centr/smi_o_nas/sozdanie-transportno-logisticheskix-xabov%E2%80%93fundament-razvitiya-ekonomikikazaxstana) (circulation date 08.07.2024).

8. Rahmetulina Zh.B., Karipova A.T. Perspektivy sotrudnichestva mezhdu Kazahstanom i Kitaem v processe razvitiya transportnogo koridora Evrazii [Rahmetulina Zh.B., Karipova A.T. Prospects for Cooperation between Kazakhstan and China in the Development of Eurasia's Transport Corridor] // Zhurnal jekonomicheskoe otnoshenija. Evrazijskij nacional'nyj universitet im. L. N. Gumileva, Nur-Sultan, Kazahstan, tom 9, № 3, 2019.

9. Zakon Respubliki Kazahstan (s izmenenijami po sostojaniju na 13.01.2014 g.) «O nacional'noj bezopasnosti Respubliki Kazahstan». [Law of the Republic of Kazakhstan (with amendments as of 13.01.2014) «On National Security of the Republic of Kazakhstan»] [Electronic resource]. - Access mode: <http://online.zakon.kz>. (circulation date 08.07.2024).

10. Ukaz Prezidenta Respubliki Kazahstan ot 06 marta 2020 goda № 280 «Ob utverzhenii koncepcii vneshnej politiki Respubliki Kazahstan na 2020 – 2030 gody». [Decree of the President of the Republic of Kazakhstan dated March 06, 2020, No. 280 «On Approval of the Foreign Policy Concept of the Republic of Kazakhstan for 2020-2030»] [Electronic resource]. - Access mode: https://www.akorda.kz/ru/legal_acts/decrees/o-koncepcii-vneshnei-politiki-respubliki-kazahstan-na-2020-2030-gody. (circulation date 08.07.2024).

11. Musin A.K. Analiz sushhestvujushhix mezhdunarodnyh transportnyh koridorov, prohodjashhix cherez territorii gosudarstv-chlenov. Analiticheskij doklad Departamenta transporta i infrastruktury EJeK. [Mussin A.K. Analysis of Existing International Transport Corridors Passing Through Member States' Territories. Analytical Report of the EEC Transport and Infrastructure Department.2019.] [Electronic resource]. - Access mode: <http://www.eurasiancommission.org/ru/act/energetikaiinfr/transport/infrastruktura> (circulation date 08.07.2024).

12. Akaev A. A., Sadovnichij V. A. Matematicheskoe modelirovanie i prognozirovanie kitajskogo megaproekta «Odin pojas – odin put'» i ego vlijanija na dolgosrochnoe jekonomicheskoe razvitie Evrosojuza, Kitaja i Rossii / [Akaev A.A., Sadovnichij V.A. Mathematical Modeling and Forecasting of the Chinese Megaproject «Belt and Road Initiative» and its Impact on Long-term Economic Development of the EU, China, and Russia] – M.: Mosk. red. izd-va «Uchitel'», 2018. – P. 54 – 65.

13. Postanovlenie Pravitel'stva Respubliki Kazahstan ot 30 sentjabrja 2010 goda № 1006 «Ob utverzhenii Programmy po razvitiyu transportnoj infrastruktury v Respublike Kazahstan na 2010 - 2014 gody». [Resolution of the Government of the Republic of Kazakhstan dated September 30, 2010, No. 1006 «On Approval of the Transport Infrastructure Development Program in the Republic of Kazakhstan for 2010-2014»] [Electronic resource]. - Access mode: <https://adilet.zan.kz/rus/docs/P1000001006> (circulation date 12.07.2024).



14. Postanovlenie Pravitel'stva Respubliki Kazahstan ot 9 ijulja 2013 goda № 697 «Ob utverzhdenii perechnja punktov propuska cherez Gosudarstvennuju granicu Respubliki Kazahstan i stacionarnyh postov transportnogo kontrolja na territorii Respubliki Kazahstan». [Resolution of the Government of the Republic of Kazakhstan dated July 9, 2013, No. 697 «On Approval of the List of Border Crossing Points through the State Border of the Republic of Kazakhstan and Stationary Transport Control Posts on the Territory of the Republic of Kazakhstan»] [Electronic resource]. - Access mode: <https://adilet.zan.kz/rus/docs/P1300000697> (circulation date 12.07.2024).

15. Ukaz Prezidenta Respubliki Kazahstan ot 19 marta 2010 goda № 958 «Gosudarstvennaja programma po forsirovannomu industrial'no-innovacionnomu razvitiju Respubliki Kazahstan na 2010–2014 gody». [Decree of the President of the Republic of Kazakhstan dated March 19, 2010, No. 958 «State Program for Forced Industrial-Innovative Development of the Republic of Kazakhstan for 2010-2014»] [Electronic resource]. - Access mode: <https://adilet.zan.kz/rus/docs/U100000958> (circulation date 13.07.2024).

16. Postanovlenie Pravitel'stva Respubliki Kazahstan ot 30 sentjabrja 2010 goda № 1006 «Ob utverzhdenii Programmy po razvitiju transportnoj infrastruktury v Respublike Kazahstan na 2010 - 2014 gody». [Resolution of the Government of the Republic of Kazakhstan dated September 30, 2010, No. 1006 «On Approval of the Transport Infrastructure Development Program in the Republic of Kazakhstan for 2010-2014»] [Electronic resource]. - Access mode: <https://adilet.zan.kz/rus/docs/P1000001006> (circulation date 14.07.2024).

17. Ukaz Prezidenta Respubliki Kazahstan ot 1 fevralja 2010 goda № 922 «O Strategicheskom plane razvitija Respubliki Kazahstan do 2020 goda». [Decree of the President of the Republic of Kazakhstan dated February 1, 2010, No. 922 «On the Strategic Development Plan of the Republic of Kazakhstan until 2020»] [Electronic resource]. - <https://adilet.zan.kz/rus/docs/U100000922> (circulation date 14.07.2024).

18. Ukaz Prezidenta Respubliki Kazahstan ot 19 marta 2010 goda № 957 «O Gosudarstvennoj programme razvitija i integracii infrastruktury transportnoj sistemy Respubliki Kazahstan do 2020 goda». [Decree of the President of the Republic of Kazakhstan dated March 19, 2010, No. 957 «On the State Program for Development and Integration of Transport System Infrastructure of the Republic of Kazakhstan until 2020»] [Electronic resource]. - Access mode: <https://adilet.zan.kz/rus/docs/U1400000725> (circulation date 17.07.2024).

19. Moldazym N.M. Nekotorye aspekty sovershenstvovanija pograničnogo kontrolja v uslovijah realizacii transportno-tranzitnogo potenciala Respubliki Kazahstan. [Moldazym N.M. Some Aspects of Improving Border Control in the Context of Implementing Transport and Transit Potential of the Republic of Kazakhstan. Scientific Works of Border Academy of NSC RK] Nauchnye trudy PA KNB RK, №1, 2024. – P. 18-24.

20. Zasedanie Pravitel'stva Respubliki Kazahstan. Rassmotrenie voprosa razvitija gruzovyh avtoperevozok i tranzita. [Meeting of the Government of the Republic of Kazakhstan. Consideration of Cargo Transportation and Transit Development] [Electronic resource]. - Access mode: <https://primeminister.kz/ru/news/kazahstan-planiruet-narastit-uroven-tranzita-gruzov-iz-kitaya-v-evropu-po-svoey-territorii-v-5-raz-k-2029-godu-26531> (circulation date 15.07.2024).

21. Moldazym N.M., Martik'jan A.S. «Shekaralyk bakylyau belimsheleriniń otkizu kabiletin ylfajtudyn ozektiligi, problemalyk maseleleri zhəne sheshu zholdary» [Moldazym N.M., Martikyan A.S. «Relevance of Increasing Border Control Units' Capacity, Problem Issues and Solutions»] materialy mezhdunarodnoj nauchno-teoreticheskoj konferencii. PA KNB RK Chast' 1 INV.№457, -Almaty: 2023. -P. 313-318.



Т.А. Садвакасов, Е.Ж. Оспанов, Д.А. Берикболов, Ж.Х. Джарасбаева

Қазақстан Республикасының транзиттік дәліздер жүйесіндегі автомобиль өткізу бекеттерінің жұмыс істеу талдауы: мәселелері мен даму перспективалары

Мақалада негізгі автомобиль көлік-транзит дәліздері мен олардың бағыттарында орналасқан автомобиль өткізу бекеттеріне шолу жасалған. Автомобиль өткізу бекеттерінің жұмыс істеуі тұрғысынан автомобиль көлік-транзит дәліздерінің дамуына талдау жүргізілді. Талдау нәтижелері бойынша Қазақстан Республикасының көлік-транзит дәліздерінің дамуына кедергі келтіретін автомобиль өткізу бекеттерінің проблемалық аспектілері анықталып, ашылды. Мақала Қазақстан Республикасының көлік-транзит дәліздері жолдарындағы автомобиль өткізу бекеттеріндегі мәселелерді зерттеу аясында дайындалды.

Кілт сөздер: халықаралық көлік дәліздері, көлік-транзиттік әлеует, автомобиль өткізу пункті, талдау, көлік құралдары.

Т.А. Садвакасов, Е.Ж. Оспанов, Д.А. Берикболов, Ж.Х. Джарасбаева

Анализ функционирования автомобильных пунктов пропуска в системе транзитных коридоров Республики Казахстан: проблемы и перспективы развития

В статье представлен обзор основных автомобильных транспортно-транзитных коридоров и расположенных на их маршрутах автомобильных пунктов пропуска. Проведен анализ развития автомобильных транспортно-транзитных коридоров через призму функционирования автомобильных пунктов пропуска. По результатам анализа, выявлены и раскрыты проблемные аспекты автомобильных пунктов пропуска, препятствующие развитию транспортно-транзитных коридоров Республики Казахстан. Статья подготовлена в рамках исследования проблем в автомобильных пунктах пропуска на путях транспортно-транзитных коридоров Республики Казахстан.

Ключевые слова: международные транспортные коридоры, транспортно-транзитный потенциал, автомобильный пункт пропуска, пограничный контроль, транспортные средства.

Список литературы:

1. Закон Республики Казахстан. О национальной безопасности Республики Казахстан. [Электронный ресурс]. - URL: <http://online.zakon.kz>. (дата обращения: 22.06.2024).
2. Указ Президента Республики Казахстан от 06 марта 2020 года № 280 «Об утверждении Концепции внешней политики Республики Казахстан на 2020–2030 годы». [Электронный ресурс]. - URL: https://www.akorda.kz/ru/legal_acts/decrees/o-konceptcii-vneshnei-politikirespubliki-kazahstan-na-2020-2030-gody. (дата обращения 25.06.2024).
3. Постановление Правительства Республики Казахстан от 30 декабря 2022 года № 1116 «Об утверждении Концепции развития транспортно-логистического потенциала Республики Казахстан до 2030 года» [Электронный ресурс]. - URL: <http://adilet.zan.kz/rus/docs/P2200001116>. (дата обращения 25.06.2024).



4. Королева А.А. Дутина А.А. Международная транспортная логистика: Конкурентные позиции Беларуси. Монография. Минск: Издательский центр БГУ, 2020. – 165 с.
5. Акаев А. А., Садовничий В. А. Математическое моделирование и прогнозирование китайского мегапроекта «Один пояс – один путь» и его влияния на долгосрочное экономическое развитие Евросоюза, Китая и России /. – М.: Моск. ред. изд-ва «Учитель», 2018. – С. 54–65.
6. Изтелеуова М.Б. Разработка предложений по совершенствованию транспортнологистической системы Казахстана // Диссертация на соискание степени доктора философии (PhD). КазАТиК им. М. Тынышпаева – Алматы: 2020. - 167 с.
7. Искалиев Е.С. Создание транспортно-логистических хабов – фундамент развития экономики Казахстана. [Электронный ресурс]. URL: [http // https://sk-pharmacy.kz/rus/press-centr/smi_o_nas/sozdanie-transportno-logisticheskix-habov%E2%80%93fundament-razvitiya-ekonomikakazakhstana](http://https://sk-pharmacy.kz/rus/press-centr/smi_o_nas/sozdanie-transportno-logisticheskix-habov%E2%80%93fundament-razvitiya-ekonomikakazakhstana). (дата обращения 08.07.2024).
8. Рахметулина Ж.Б., Карипова А.Т. Перспективы сотрудничества между Казахстаном и Китаем в процессе развития транспортного коридора Евразии // Журнал экономические отношения. Евразийский национальный университет им. Л. Н. Гумилева, Нур-Султан, Казахстан, том 9, № 3, 2019.
9. Закон Республики Казахстан (с изменениями по состоянию на 13.01.2014 г.) «О национальной безопасности Республики Казахстан». [Электронный ресурс]. - URL: <http://online.zakon.kz>. (дата обращения: 08.07.2024).
10. Указ Президента Республики Казахстан от 06 марта 2020 года № 280 «Об утверждении Концепции внешней политики Республики Казахстан на 2020–2030 годы». - [Электронный ресурс]. – URL :https://www.akorda.kz/ru/legal_acts/decrees/o-konceptcii-vneshnei-politiki-respubliki-kazahstan-na-2020-2030-gody. (дата обращения 08.07.2024).
11. Мусин А.К. Анализ существующих международных транспортных коридоров, проходящих через территории государств-членов. Аналитический доклад Департамента транспорта и инфраструктуры ЕЭК. 2019. [Электронный ресурс]. -URL: <http://www.eurasiancommission.org/ru/act/energetikaiinfr/transport/infrastruktura>. Москва 2019 (дата обращения 08.07.2024).
12. Акаев А. А., Садовничий В. А. Математическое моделирование и прогнозирование китайского мегапроекта «Один пояс – один путь» и его влияния на долгосрочное экономическое развитие Евросоюза, Китая и России /. – М.: Моск. ред. изд-ва «Учитель», 2018. – С. 54–65.
13. Постановление Правительства Республики Казахстан от 30 сентября 2010 года № 1006 «Об утверждении Программы по развитию транспортной инфраструктуры в Республике Казахстан на 2010–2014 годы». [Электронный ресурс]. URL: <https://adilet.zan.kz/rus/docs/P1000001006> (дата обращения 12.07.2024).
14. Постановление Правительства Республики Казахстан от 9 июля 2013 года № 697 «Об утверждении перечня пунктов пропуска через Государственную границу Республики Казахстан и стационарных постов транспортного контроля на территории Республики Казахстан». [Электронный ресурс]. - URL: <https://adilet.zan.kz/rus/docs/P1300000697> (дата обращения 12.07.2024).
15. Указ Президента Республики Казахстан от 19 марта 2010 года № 958 «Государственная программа по форсированному индустриально-инновационному развитию Республики Казахстан на 2010–2014 годы». - [Электронный ресурс]. – URL: <https://adilet.zan.kz/rus/docs/U100000958> (дата обращения 13.07.2024).
16. Постановление Правительства Республики Казахстан от 30 сентября 2010 года № 1006 «Об утверждении Программы по развитию транспортной инфраструктуры в Республике Казахстан на 2010–2014 годы». [Электронный ресурс]. URL: <https://adilet.zan.kz/rus/docs/P1000001006> (дата обращения 14.07.2024).



17. Указ Президента Республики Казахстан от 1 февраля 2010 года № 922 «О Стратегическом плане развития Республики Казахстан до 2020 года» - [Электронный ресурс]. – URL: <https://adilet.zan.kz/rus/docs/U100000922> (дата обращения 14.07.2024).

18. Указ Президента Республики Казахстан от 19 марта 2010 года № 957 «О Государственной программе развития и интеграции инфраструктуры транспортной системы Республики Казахстан до 2020 года» [Электронный ресурс]. - URL: <https://adilet.zan.kz/rus/docs/U1400000725> (дата обращения 17.07.2024).

19. Молдазым Н.М. Некоторые аспекты совершенствования пограничного контроля в условиях реализации транспортно-транзитного потенциала Республики Казахстан. Научные труды ПА КНБ РК, №1, 2024. – С. 18–24.

20. Заседание Правительства Республики Казахстан. Рассмотрение вопроса развития грузовых автоперевозок и транзита. [Электронный ресурс]. - URL: <https://primeminister.kz/ru/news/kazakhstan-planiruet-narastit-uroven-tranzita-gruzov-iz-kitaya-v-evropu-po-svoey-territorii-v-5-raz-k-2029-godu-26531> (дата обращения 15.07.2024).

21. Молдазым Н.М., Мартикьян А.С. «Шекаралық бақылау бөлімшелерінің өткізу қабілетін ұлғайтудың өзектілігі, проблемалық мәселелері және шешу жолдары» материалы международной научно-теоретической конференции. ПА КНБ РК Часть 1 ИНВ.№457, - Алматы: 2023. - С. 313-318.

Садвакасов Талғатбек Асылзатұлы	PHD докторы, Қазақстан Республикасы ҰҚК Шекара академиясы 2-ші факультеті бастығының орынбасары, Алматы, Қазақстан
Садвакасов Талғатбек Асылзатович	доктор PHD, заместитель начальника 2-го факультета Пограничной академии КНБ Республики Казахстан, Алматы, Казахстан
Sadvakasov Talgatbek	PHD, Deputy Head of the 2nd Faculty of the Border Academy of the National Security Committee of the Republic of Kazakhstan, Almaty, Kazakhstan

Оспанов Ержан Жарылкасымович	әскери іс және қауіпсіздік магистрі, Қазақстан Республикасы ҰҚК Шекара академиясының 1-факультеті 3-арнайы кафедрасының доценті, Алматы, Қазақстан
Оспанов Ержан Жарылкасымович	магистр военного дела и безопасности, доцент 3-ей специальной кафедры 1-го факультета Пограничной академии КНБ Республики Казахстан, Алматы, Казахстан
Osmanov Yeran	master of Military Affairs and Security, Associate Professor of the 3 rd special department of the 1 st Faculty of the Border Academy of the National Security Committee of the Republic of Kazakhstan, Almaty, Kazakhstan



Берикболов Дулат Айтенович	магистр военного дела и безопасности, доцент 3-ей специальной кафедры 1-го факультета Пограничной академии КНБ Республики Казахстан, Алматы, Казахстан
Берикболов Дулат Айтенович	әскери іс және қауіпсіздік магистрі, Қазақстан Республикасы ҰҚК Шекара академиясының 1-факультеті 3-арнайы кафедрасының доценті, Алматы, Қазақстан
Berikbolov Dulat	master of Military Affairs and Security, Associate Professor of the 3 rd special department of the 1 st Faculty of the Border Academy of the National Security Committee of the Republic of Kazakhstan, Almaty, Kazakhstan
Джарасбаева Жанар Хатиевна	гуманитарлық ғылымдар магистрі, Қазақстан Республикасы ҰҚК Шекара академиясының 1-факультеті 13-арнайы кафедрасының аға оқытушысы, Алматы, Қазақстан
Джарасбаева Жанар Хатиевна	магистр гуманитарных наук, старший преподаватель 13 специальной кафедры 1 факультета Пограничной академии КНБ Республики Казахстан, Алматы, Казахстан
Jarasbayeva Zhanar	master of humanities, Senior teacher of the 13 th special department of the 1 st Faculty of the Border Academy of the National Security Committee of the Republic of Kazakhstan, Almaty, Kazakhstan