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COVID-19: THE IMPACT OF THE PANDEMIC ON THE DEVELOPMENT OF KAZAKHSTAN'S TRANSPORT AND LOGISTICS SYSTEM

Under the current conditions, representatives of transport and logistics companies should consider the possibilities for applying a flexible approach in the context of changing priorities due to national and international factors, as well as conduct a scenario analysis in order to identify and prioritize risks, conduct early monitoring of the situation and continuous development of corrective measures.

The COVID-19 response strategy should include measures in six areas: customers and revenue, workforce, operations and supply chains, communication strategy, data openness, and head office functions.

It is extremely important to create a central control point and provide it with the necessary tools to organize coordinated and effective work on crisis management. An effective approach is needed to identify critical services to ensure continuity and sustainability of activities. The sustainability of organizations' activities can be enhanced by recognizing, detecting future threats, responding to them and recovering from their consequences.

The article examines the impact of the COVID-19 pandemic on the development and transport and logistics system of Kazakhstan, the state of cargo and passenger transportation by various modes of transport, the consequences of the pandemic, measures of state support for the logistics industry to bring it out of crisis.

Keywords: COVID-19, pandemic, crisis, transport, logistics, transportation, transit, trends.

Introduction

Undoubtedly, the COVID-19 pandemic has changed not only the lives of many people, but also the situation in global and local markets, having an

unprecedented impact on the world economy, which already compares with the consequences of the Second World War. Practically the only available way to deal with the spread of the virus is the restriction of contacts with potentially sick, the introduction of quarantine and the restriction of passenger and freight traffic. A significant reduction in production capacity has taken place all over the world due to the closure of borders between countries and the introduction of self-isolation regimes. The coronavirus pandemic has disrupted habitual communication between manufacturers and consumers and brought about significant changes in the business of logistics companies. Transport as a global logistics artery was at the forefront of the supply chain. The spread of coronavirus has brought a serious blow to world logistics and ensuring the supply of raw materials and finished products [1]. The COVID-19 pandemic has significantly hit the economy of Kazakhstan: the fall in GDP is estimated at -2.7 %, inflation at the end of 2020 is 7.4 %, which exceeds the speed of passing the target corridor. State budget revenues fell, which happened with an increase in the cost of raising debt – primarily market debt. The volume of financial support measures is about 9 % of GDP, in addition, business support measures and social support groups have been introduced. According to experts, in Kazakhstan, the decline in the GDP of the transport industry is 17.2 %, the decline in GDP by 1 %, production against the backdrop of a decline in the transportation market by 3 % [2]. At the moment, Kazakhstani transport and logistics companies are reviewing not the best periods of time, while most of them fall on the aviation segment, which has practically stopped logistics operations. Warehouse space prostrate due to reduced turnover. In real situations, railway operators, stevedores and trucking companies emerge. The markets for road, air and sea transportation are falling, transport logistics are losing, and there is no improvement yet. Air travel suffered the most, including international travel. Flights were postponed, and the schedule was updated with a change in the epidemiological situation.

Material and methods

Airlines have to resort to extreme measures, charging a non-permanent premium rate that can change quickly. Part of the cargo is transferred under the disposal of mainline transportation. In connection with the suspension of flights and the closure of passenger terminals, revenues from non-aviation activities of airports (rent, advertising, etc.) have practically been reduced to zero. In the short term, along with falling revenues, the industry will face the risk of non-payments, the threat of forced large-scale reductions in production personnel, and airports will be on the verge of bankruptcy due to the inability to pay wages, taxes and service debts under loan agreements [3].

In road transport, logistics in the context of the coronavirus contributed to an increase in the rate of road transport by 50 %. Some regions were closed,

including for the passage of a commercial vehicle. Otherwise, import and export deliveries follow the standard regime, but with restrictions. Everything depends on financial partners, namely leasing companies, banks and car manufacturers that lend to car companies, then passenger carriers are in a critical situation, unable to pay salaries and purchase fuel and lubricants due to a sharp decrease in passenger traffic. It is impossible not to recall the problem of the recycling fee, which affects our competitiveness in comparison with foreign carriers.

Results and discussion

As for railway transport, with the onset of the pandemic, passenger traffic between the regions of Kazakhstan was suspended. All passenger trains, including private carriers and other railway administrations, have been canceled. With regard to freight traffic, entrepreneurs are concerned about problems with downtime due to bans from the Ministry of Agriculture, the actions of customs authorities, difficulties in purchasing spare parts for the repair of wagons. At the same time, logisticians note that the general trend is a shift in freight traffic to rail transport. Railway transport operators do not respond to changes in demand by increasing rates, and therefore this mode of transport seems to be the most reliable and efficient in the transportation of goods between the EAEU, the EU and China under the current conditions. In addition, it is the railway that in the next few years will become one of the main logistics channels to ensure uninterrupted trade between the Russian Federation, China and Europe.

Border closures have played a role in maritime supplies, but the dynamics are moving in a positive direction. Speaking about the situation in maritime transport in Kazakhstan, it is first of all necessary to consider the activities of the port of Aktau. Taking into account the epidemiological situation in the country, the authorized state bodies decided to suspend the transportation of passengers through the port, with the exception of passengers carrying goods and food, as well as medicines. The crews of foreign ships are prohibited from going ashore, during parking and cargo operations in the port of Aktau. However, the suspension of passenger transportation does not affect the rest of the activities of the seaport of Aktau for the processing of general cargo [3]. In general, in relation to other transport sectors, the situation here does not look so deplorable.

Due to the economic consequences of the epidemic, imports of goods from countries are decreasing. Strengthening quarantine measures during customs clearance provokes delays and an increase in delivery times. As a result, the logistics chains of international transportation are changing and domestic traffic is growing. Thus, in connection with the global crisis provoked by the COVID-19 pandemic, the logistics industry is in dire need of support. Quarantine measures taken to suppress the coronavirus epidemic have led to the congestion of most

airports and sea terminals and, as a result, violation of the conditions and terms of delivery of goods [3].

Government support measures are being actively implemented to bring the logistics industry out of the crisis. State support can be provided by reducing the tax burden (introducing tax holidays, exempting the most vulnerable carriers from taxes – individual entrepreneur), tariff regulation measures (cancellation or reduction of tolls, temporary cancellation of rent, etc.), a moratorium on fines (except for fines regulating road safety), suspension of lease payments without penalties, reduction of debt burden, as well as financial assistance in the form of deferment of loan repayments and related bank subsidies, to those companies that will suffer heavy losses due to the pandemic.

Conclusions

The pandemic forced all areas of activity, including transport, to rebuild in a short time. The importance of freight traffic in this time of crisis for the economy, providing the population with the necessary goods is greater than ever. It was this period that showed which companies took the digitalization of business processes seriously, and where the introduction of new technologies was limited to just statements. The transport industry of Kazakhstan, in comparison with European and even Russian, remains quite conservative and closed in terms of access to information. The time has come to transform outdated approaches towards openness, transparency, intensifying the use of modern means of communication [3]. Compliance with the rules and norms of a sanitary nature will remain a priority, as it is now. In the field of stabilization of route routes, experts predict that preference will be given to land transportation, mainly rail [5]. After the pandemic, the logistics world will not be the same. But companies that follow trends and quickly adapt to changing circumstances will be able to manage the situation, create in-demand services and strengthen their business positions. It is especially important that a common misfortune united and rallied the logistics industry. In the conditions of the global economy emerging from the «pandemic peak», it is the interaction and unification of logistics companies that can become one of the most important and effective drivers of subsequent development and growth [4].

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COVID-19: ПАНДЕМИЯНЫҢ ҚАЗАҚСТАННЫҢ КӨЛІК-ЛОГИСТИКАЛЫҚ ЖҮЙЕСІН ДАМУҒА ӘСЕРІ

Қалыптасқан жағдайларда көлік-логистикалық компаниялардың өкілдері ұлттық және халықаралық факторлардың салдарынан басымдықтардың ауысуы жағдайында икемді тәсілді қолдану мүмкіндіктерін қарастыруы, сондай-ақ тәуекелдерді анықтау және басымдық беру мақсатында сценарийлік талдау жүргізуі, ахуалға күні бұрын мониторинг жүргізуі және түзету іс-шараларын үздіксіз әзірлеуі қажет.

COVID-19-ға жауап беру стратегиясы алты бағытты қамтуы керек: клиенттер мен кірістер, жұмыс күші, операциялық қызмет және жеткізу тізбегі, байланыс стратегиясы, деректердің ашықтығы, бас кеңсе функциялары.

Орталық басқару пунктін құру және оған дағдарысты басқару бойынша үйлестірілген және тиімді жұмысты ұйымдастыру үшін қажетті құралдарды беру өте маңызды. Қызметтің үздіксіздігі мен тұрақтылығын қамтамасыз етуге мүмкіндік беретін аса маңызды қызметтерді айқындау үшін пәрменді тәсіл қажет. Ұйымдардың тұрақтылығы тану, болашақ қауіптерді анықтау, оларға жауап беру және олардың салдарын қалпына келтіру арқылы артуы мүмкін.

Мақалада Covid-19 пандемиясының Қазақстанның көлік-логистикалық жүйесінің дамуына әсері, әртүрлі көлік түрлерімен жүк және жолаушы тасымалдарының жай-күйі, пандемияның салдары, оны дағдарыс жағдайынан шығару үшін логистика саласын мемлекеттік қолдау шаралары қарастырылады.

Кітті сөздер: COVID-19, пандемия, дағдарыс, көлік, логистика, тасымалдау, транзит, трендтер.

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COVID-19: ВЛИЯНИЕ ПАНДЕМИИ НА РАЗВИТИЕ ТРАНСПОРТНО-ЛОГИСТИЧЕСКОЙ СИСТЕМЫ КАЗАХСТАНА

В сложившихся условиях представителям транспортно-логистических компаний следует рассмотреть возможности для применения гибкого подхода в условиях смены приоритетов вследствие национальных и международных факторов, а также провести сценарный анализ с целью выявления и приоритизации рисков, проводить заблаговременный мониторинг ситуации и непрерывную разработку корректирующих мероприятий.

Стратегия реагирования на COVID-19 должна включать меры по шести направлениям: клиенты и выручка, рабочая сила, операционная деятельность и цепочки поставок, коммуникационная стратегия, открытость данных, функции головного офиса.

Крайне важно создать центральный пункт управления и наделить его необходимыми инструментами для организации скоординированной и эффективной работы по управлению кризисной ситуацией. Необходим действенный подход для определения критически важных услуг, позволяющих обеспечить непрерывность и устойчивость деятельности. Устойчивость деятельности организаций может быть повышена за счет распознавания, обнаружения будущих угроз, реагирования на них и восстановления от их последствий.

В статье рассматривается влияние пандемии COVID-19 на развитие и транспортно-логистической системы Казахстана, состояние грузо и пассажир перевозок различными видами транспорта, последствие пандемии, меры государственной поддержки логистической отрасли для вывода ее из кризисного состояния.

Ключевые слова: COVID-19, пандемия, кризис, транспорт, логистика, перевозки, транзит, тренды.

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