

Global Market Needs New Cities or Development of Border Trade Ports of Kazakhstan

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1 GLOBAL NEEDS

«Just recently the history of Central (at that time Middle) Asia was considered as an integral part of the history of the USSR. Nowadays it becomes a reasonable enough to consider the Central Asia as a local civilization ». [1]

The globalization of economic relations today represents multilevel phenomenon involving not only the separate enterprises and the markets, but also regional and national economy. The labor internationalization and its international division go deeper and the powerful national and regional centers are being formed.

The dynamic growth of traffic flow, goods turnover and toughening requirements to transport mobility directly influence on prompt development of the international system of transport communication.

Since time immemorial, development of transport communication between the states was one of the basic means of development of trans-boundary interaction making big impact on people's togetherness, economy development and cultures mutual enrichment.

The active participation of Kazakhstan in formation of the international transport corridors recently became one of it's strategic priorities. Kazakhstan participates in three basic transit directions within the international Euro-Asian transit: Europe - Russia - China; Europe - China through the countries of the Economic Cooperation Organization; Russia - Central Asia. [2]

The neighborhood of Kazakhstan with such powerful states as Russia and China creates specific environment for development of competitive trans-boundary interaction. China even today successfully carries out two big projects: "Big jump" Uniform Transport Strategy and "Go West " the Program of Accelerated Development of the Western Provinces.

Today the modern transport system of Kazakhstan still constitutes the uniform infrastructure was established in the Soviet times. This fact complicates the work of the transportation system. The basic problems include non-uniform density of transport lines and discrepancy between technological borders of the republican railways and the state borders. The state transport lines pass through the territory of the neighboring state crossing the frontier twice.

The implementation of the Program «The Concept of Formation of Transport Corridors in the Republic of Kazakhstan» started a new stage in spatial development of the country and the construction of railways has been renewed since 1986.

Transport Strategy of the Republic of Kazakhstan till 2015 was adopted in 2006. On the whole main principles of strategy are limited by formation and development of transit transport corridors and investigation of variants of reducing access of the international communication. [3]

The new role of the basic transit directions in territorial and spatial development of Kazakhstan was presented by «Strategy of Territorial Development of the Republic of Kazakhstan till 2015» approved an the end if the year 2006. « ... it is anticipated to carry out transition to the axis approach to form territory of the country. The frame basis of axis become existing and planned transport and communication corridors which provide an access to foreign markets and integration of the country with regional and world economics. The major units of axis will become big leading cities integrated with the regional and global markets» [4]

The axis oriented policy of development can become a conflict zone of interests such as importance to provide qualitative, competitive transit and to develop rural and urban areas, investment and local people needs.

The possible compromise in this situation can be reached by «Development of Uniform Transport and Logistical System of Central Asian Transport and Industrial Corridor» (CATIC) which comprises 3 frontier transport and logistics centres are planned to be placed on existing boundary transitions (custom) as Khorgos, Taskal and Free Trade Zone «Seaport Aktau». [5]

The territory of Khorgos ICFC (International Center of Frontier Trade) is located in the southeast part of Kazakhstan on the border with China.

Under the mutual arrangement the territory of Khorgos ICFC consists of two parts: Kazakhstan part located in the territory of Panfilov district in Almaty region and the China part located in Ily-Kazakh area of Xingjian province of China.

The distance from Khorgos boundary transition to Zharkent (border settlement of Almaty region) is about 33,5 km., to Taldykorgan (administrative center of Almaty region) - 321 km and to Almaty (largest city of Kazakhstan) is 361 km. Khorgos ICFC is located in the distance of 1 km from Khorgos city - port (border settlement of Xingjian), 90 km from Kuldja (border settlement of Xingjian) and 670 km – Urumchi (administrative center of Xingjian).

The establishment of Khorgos East Gate PTEZ (Frontier Trade Economic Zone) was an answer to intensive development of the 371 sq. km free trade zone located in Khorgos city-port (China) and construction of Urumchi-Kuldja-Khorgos railway (continuation of Urumchi–Lanchzhou-Lyanyungan) connecting the western and eastern regions of China. [5]

Taskala – Ozinki transition point (custom). Now Ozinki Station in Saratov region of Russia is unique boundary point of the container cargoes passage in direction Moscow - Almaty.

The Taskala is located in the distance of 2 km from the Russian-Kazakhstan border, 105 km from Uralsk (Kazakh border city) and 20 km from Taskala (Kazakh border village).

The project of establishing of International Taskala-Ozinki Centre of Frontier Cooperation (hereinafter Taskala - Ozinki ICFC) in Western Kazakhstan and creation of frontier trade and economic zone on the border with Saratov area of Russia is under discussion. The Akimat of Western Kazakhstan is planning to provide the territory of 150 ha situated between automobile and railway highways for the construction of Taskala-Ozinki ICFC. [5]

The activity coordination of Khorgos with the Aktau Seaport (Free Trade Zone «Seaport Aktau») as the basic Kazakhstan unit in the "North - South" International transport corridor is important for mutual development of transit potential, as it provides substantial growth of goods turnover in this direction.

The preparation of projects on creation of transport and logistical terminal within the framework of the project «Expansion of Territories of Free Trade Zone «Seaport Aktau» is carried out. The Akimat of Mangistau region provides the territory by the area of 200 ha near to FTZ «Seaport Aktau» for these purposes.

The arrangement of CATIC Uniform Transport and Logistics System connecting the basic large reloading points – dry land ports «Khorgos-East gate», "Taskala-Ozinki" and FTZ «Seaport Aktau» creates conditions for objective growth of the international container transportations through Kazakhstan.

Besides three node frontier centres of CATIC formation the special needs appear in front of some basic cities and regions, one of which is Almaty city.

«State Program of development of Almaty city for 2003-2010» was approved by the decree of the President of Kazakhstan under N 1019 of February 10, 2003. The program was developed with the aim of further development of Almaty as cultural, scientific, educational and financial centre of the country according to the Law of the Republic of Kazakhstan on "Special status of Almaty city" dated July, 1, 1998. One of the main goals of the program is formation of new shape of Almaty city according to its status of republican value. [6]

The Law «On regional financial centre of Almaty (RFCA)» was adopted in June, 2006. The Almaty city will be given the special status to force development of the financial market of all country. One of the basic purposes of creation financial centre and important factor for planning activity is it's role as investment attraction node of Kazakhstan. [7]

The good intentions of new image formation and the greater appeal to investment to Almaty occur at the same time with the actively growing demands on the city, which already has many problems as:

- lack of the public transport system and road infrastructure;
- growing deficiency of power resources and another out-of-date life support infrastructures;

- environmental problems;
- low level of social programs implementation;
- high risk of disaster extreme situations occurrence etc.

The most existing problems of Almaty already exceed the administrative borders of the city and became the issues of regional planning. However official master plan of Almaty still artificially limited to area within administrative borders of the city which represents separate territorial unit. Natural process of interaction of Almaty with nearby settlements which administratively included into Almaty region not so strongly excites local executive bodies as bright local investors who is actively buying land around the city which is more cheaper than inside the city.

The investors were inspired by idea of «Development of Transit Potential and International Trade» actively propose their solutions of cities development problems. New project of four satellite cities as variant of probable spitting of the Almaty city in northern direction of Kapshagai was recently developed. The given project is the large foreign investment offer. Even this system of settlements and each city have English names G-4 (Golden city, Gate City, Growing City, Green City).

GOLDEN CITY is going to be Culture and Entertainment Zone. As one of the primary objective was defined strategic location 15km away from the airport, 30 km away from the center of Almaty.

GATE CITY was planned as Business Zone. The City will be located 8km away from the Airport and from the circumventing access road. Authors propose that Gate city will become a free trade zone.

GROWING CITY is Industry and Research Zone. In the future, this zone will become a hub of trade. This site will become the new location for the sustainable industry of the Kapshagay city.

GREEN CITY represents Eco Zone which will provide additional housing for the Kapchagay city.

In spite of exclusive prospects and solemnity of the given project there is a number of contradictions in its implementation: one of which is their concentration on powerful republican transport axis which literally cuts the territory of some settlements of G4 System.

More and more foreign investments are involved in development of transport infrastructure (building of paid high-speed motorways) and construction of large transport units. But formation of infrastructure should be primary goal of the state and property of public use instead of allocated areas with limited access.

2 PLANNER'S APPROACH AND BORDER TRADE PORTS

Now we reached up the problem „To plan is not enough“, but from which side? The dialogue between the investor, the population and planners is always complex issue. Since transition of Kazakhstan to market relations the investment actively interfere in formation and development of territories. The question «Is it enough to plan?» had been eliminated for long ago just because the work of the majority of planners is limited only to development and revision of already designed master plans of cities by out-of-date methods.

The planers silently obey to omnipotent investors and ever less and less concern needs of local population. The master plans are violated to please the private interests frequently focused on short-term benefits. On the background of this silent duplication of master plans arise more and more problems on territorial and spatial development such as active growth of cities and chaotic occupation of the valuable land.

While in case of correct management long-term planning and formation of fruitful soil for attracting and carrying out investment activity under the conditions of modern social and economic development and presence of territorial-spatial resources, Kazakhstan has real chance to become an example of balanced development.

The low level of implementation of the majority nation-wide programs is caused by the lack of its correspondence with strategy of state spatial development (which doesn't still exist).

Even for realization of strategic direction like "transit potential» development, today it is necessary to create conditions for the organized interaction of regions, systems of settlements and separate cities, besides just construction of road and reconstruction of transport units.

Development of an internal network of communications infrastructure of Kazakhstan is the important factor of economic development, where the transport is a kind of source oxygen supplying and distribution system.

There arises necessity for development of new, more effective transit routes and approaches in the field of international transport cooperation. Today the transport corridor doesn't serve just as a route, but the comprehensive technological system of coordinated operations of all types of transport where the special role is given to transport and logistical centers.

The transit potential of international corridors creates infrastructural development of "special areas» serving the basic transport arteries. It is not only spectrum of accompanying services in refueling vehicles, arrangement of trade and meal, etc. It is the complex system of collecting, distribution, manufacturing and processing ...

The development of frontier trading ports needs complex approach as they are key elements of the large system which's work correctness depends on abilities these nodes.

Today the planning and implementation of projects concerning the development of basic transit routes are carried out in separation from planning activity and understanding of the role of settlements in formation of new infrastructural opportunities.

In a way of creation favorable conditions for systematic development of Kazakhstan with its rich nature-raw-material base, growing industrial and innovational activity the expected positive result of transit potential development shall be possible only in case of strengthening role of the city and regional planning. It is not allowable to please maintenance of only transit interrelations and to overlook about the balanced development of the country (which's main aim is to create comfortable and qualitative inhabitancy).

At the present stage of socio-economic development «the strategic planning» can become a solution to coordinate work of planners and investors.

3 STRATEGIC TERRITORIAL PLANNING IN KAZAKHSTAN

The integrity of any state in many respects depends on its ability to react to changes in due time and to adjust its territorial conditions for providing efficiency of its use and protection of citizens interests through maintenance of the appropriate quality of living environment.

The condition of living environment - is that material basis of social and economic development and increase of economic competitiveness of the country.

The territorial development is composite system of models covering development of all territory of the country and mutual development of its separate functional subsystems (the transport and engineering infrastructure, the urbanized territories, natural frame and so forth).

The strategic territorial planning is one of the most important tools of the analysis, forecasting and realization of steady territorial-spatial development under modern social and economic conditions of Kazakhstan.

The development of nation-wide strategy of territorial development of Kazakhstan should reveal potential and define prospects of development at all levels: in scale of nation-wide system of settlements, macro regions, subregions, systems of settling, master plans of settlements, urban design projects etc.

The revealing of the priorities on nation-wide level is carried out on the basis of situations modeling with the influence of various factors. For complete forecasting the future processes on the basis of decisions made during the development of strategy of nation-wide territorial development, each «priority direction» should be put on nation-wide model. It is necessary to pay special attention on the areas arising at crossing of mutual interests of two or more directions without taking into consideration administrative borders.

The «Priority directions» of territorial and spatial development of the country is formed by development of nation-wide programs, get real outlines at the level of strategic planning and actively cooperate through creating preconditions for formation of competitive opportunities for positioning of separate regions.

The following step after definition of the role and place of separate regions and their groups at nation-wide level is elaboration of strategy of regions development.

The strategy of region development is:

- the basic tool of making decisions in management of territory;

- clear vision of the future development of area and new opportunities for active participation of the population, local business, the international community, administrations of other regions, the research organizations etc. in development of concrete region;
- the basis of favorable social and economic development, ideological consolidation of the population and also their confidence in the favorable future;
- the plan of the most urgent actions directed on achievement of systematic and favorable development. The basis for development of more detailed plans and programs of social and economic development of region, political and legal measures which realization will allow to provide achievement of the planned aims;
- an opportunity of realization existing and formation of the future potential of the region on the basis of rational use of resources and tools (for example, distribution of the basic industrial forces).
- the base for development of strategy for development of systems of settlements, large and middle-size cities;
- base for raising of living standard of the population and improvement of conditions of enterprises work and investment activity;
- an opportunity of strengthening of national safety.

In a way of development and implementation of strategy of territorial development of regions, for their balanced joint development and active mutual cooperation within the state «main principles» are developed. The basic principles of strategic planning of regions are «base skeleton» precondition for nation-wide territorial development.

In view of specificity of its administrative-territorial organization and social and economic development the basic principles of development and implementation of strategy of territorial development of Kazakhstan might be:

- transparency - an opportunity of general access to trustworthy information about modern condition of territory and prospects of its development, it has great importance for investment policy;
- new approach - transition from flat scheme of zoning (traditional functional) to search laws according to which occurs concentration of processes and the investment interests causing growth, development and evolution of territories;
- responsibility - each separate territory has its own capacity and specificity of development. The arrangement of new functional zones demands special attention as they can become both catalysts and obstacles in the way of future complex development of region or city;
- adequacy - formation of the interconnected network occurs on the basis of logic construction of functions of separate units, management of which should be at one level;
- integrity - infrastructural. It is necessary to generate complete control system of realization of strategy and other actions directed on territorial - spatial development;
- absolute - precise observance of main principles and priorities of development strategy.

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