



# KAZAKHSTAN ECONOMY



## LABOR FORCE AND UNEMPLOYMENT

Unemployment rate 2023

4.9%

■ Unemployed (4.9%)  
■ Employed (95.1%)

Population & labor force 2023



Total Population :  
19.00 Million



Labor Force :  
9.29 Million



Unemployed :  
455,395.5



## HOUSE HOLD INCOME AND POVERTY

Income and distribution 2023



Median Income  
\$3,680  
Per Household 2023



Minimum Wage  
\$157.17  
Per Month 2023



Gini Index  
27.8 2023

Population below poverty line 2023

5.2%

■ Below poverty line (5.2%)  
■ Above poverty line (94.8%)

## BALANCE OF TRADE



## DEBT AND INFLATION

Public Debt  
\$46.4 Billion (2022)



21.8% (of GDP) (2022)

Inflation Rate



8.0% (2023)



## GROSS DOMESTIC PRODUCT

GDP



\$197.1  
Billion (2021)

GDP (per capita)



\$10,373.79  
(2021)

Real growth rate



4.3% (2023)

# Economics Of Transport In The Republic Of Kazakhstan

**Victor M. Corman**



## **Economics Of Transport In The Republic Of Kazakhstan:**

*Economics of Transport in the Republic of Kazakhstan* Karim Massimov, 2002      **Almaty-Issyk-Kul Alternative Road Economic Impact Assessment** Asian Development Bank, 2020-12-01 Almaty a vibrant metropolis in Kazakhstan is only 80 kilometers away from lake Issyk Kul in the Kyrgyz Republic renowned for its mountains and moderate summers However the two destinations are separated by two magnificent mountain ranges To bypass these mountains the existing road stretches over 460 kilometers leading to long travel times This economic impact assessment analyzes what impact a more direct road between the two destinations would have for tourism and economic development in both Kazakhstan and the Kyrgyz Republic The publication provides economically viable solutions that within a supportive policy environment would lead to strong economic development within the region      **Kazakhstan's Dynamic Economy** Marat Terterov, 2006 The Republic of Kazakhstan continued to assert itself as a dynamic transitional economy and attractive emerging market during 2005 With economic growth of 9.4% in 2004 the country's economic expansion continued as a result of increased oil and gas production spurred by rising global demands for energy While Kazakhstan is attractive to international energy companies the energy sector is not the only source of investor interest with over 1.5 billion of investment projects currently underway President Nazarbayev's re-election in December 2005 while not indicative of a fully fledged democracy continues to create a strong semblance of political stability in Kazakhstan which is vital for attracting investment and facilitating growth

**POLITICAL AND ECONOMIC RELATIONS BETWEEN IRAN AND CENTRAL ASIAN STATES , 1991-2010** Dr. Rashmi Tiwari, 2024-09-25 During the post cold war era a power vacuum has been created in Central Asia The great powers like United States Russia China and European Union want to exert their own influence in the region to meet their geo strategic interests The other countries like Iran Turkey Pakistan India and Saudi Arabia also want to strengthen their historical cultural linguistic economic and political relations with the Central Asian States The oil and natural gas rich Central Asian States are a great source of attraction for the developed world in general and United States and Russia in particular Iran sharing a long border with Turkmenistan sea route with Kazakhstan and linguistic ties with Tajikistan has a comparative advantage in bringing the Central Asian States in its own fold The Central Asian Republics emerged as independent sovereign countries in December 1991 as a result of Soviet Union disintegration Central Asia has inappropriately been called Innermost Asia or Innermost Asia but in fact Central Asia is not Innermost Asia it is just Central Asia It lies at the heart of Eurasian continent completely land locked and geographically surrounded by Iran and Afghanistan in the south Russia in the north China in the east and the Eastern Europe in the west The Caucasus stands on the other side of the Caspian Sea which is situated in the western part of Central Asia comprising the three countries of Azerbaijan Armenia and Georgia Central Asian Republics CARs have had geographical historical social and cultural linkages with Iran In fact these republics were part of imperial Iranian state Due to its geostrategic location of Central Asia and its

adjoining region in pre industrial times Iran was a land bridge between inner South and East Asia on the one hand and Europe on the other hand In the wake of the industrial revolution Iran was drawn into the European imperialists power game in Central Asia 1 Iran is the eighteenth largest country in the world with an area of 1 648 000 km square Its borders are with Azerbaijan to the North West the Caspian Sea to the North Turkmenistan to the North East Pakistan to the East Turkey and Iraq to the West and finally the waters of the Persian Gulf and the Gulf of Oman to the South 1 See A H H Abidi Iran and Central Asian States World Focus March April 1993 p 45

**ICTE in Transportation and Logistics 2019** Egils Ginters, Mario Arturo Ruiz Estrada, Miquel Angel Piera Eroles, 2020-01-30 This proceedings volume explores the latest advances in transport and logistics while also discussing the applications of modern information technologies telecommunications electronics and prospective research methods and analyzing their impacts on society and the environment which in turn determine the future development of these technologies The book is intended for a broad readership including transport and logistics business planners and technical experts leveraging industry knowledge and facilitating technology adoption in promising business regions and transit corridors such as Ukraine Kazakhstan and others The authors who include policy planners and crafters as well as education and training professionals address various types of intermodal transport such as rail road maritime air etc

**Economic Corridor Development for Inclusive Asian Regional Integration** Asian Development Bank, 2014-01-01 The question underlying the entirety of this publication is How can viable economic corridors be called into existence by dint of government and multilateral support The authors answer this question by examining the experience of economic corridor development of different regions from across continents There are important lessons to be learned for successful corridor development from the experiences of the European Union and South Asia Subregional Economic Cooperation regions In each case detailed models were constructed to assess the economic impact of corridor investments What emerged from a consideration of these two cases as well as broader discussions was a framework for evidence based policy analysis When key policy makers and stakeholders pursue measurable outcomes for the development of regional economic corridors the model and data framework at a standard economic scale of relevance allows for an investment relevant development of scenarios which will be monitored within an effective organizational process Such a process with all the elements of an evidence based policy in place is highly likely to generate successful economic corridor development which would realize envisaged opportunities within the regions Two priority regions in Asia the Greater Mekong Subregion and the Central Asia Regional Economic Cooperation face different opportunities

**The Economics of Regional Integration** Sándor Gyula Nagy, 2025-03-12 This book develops a new methodological framework for measuring the efficiency of regional integration and the integration profile of member states It includes rich case studies which offer a comparative analysis of ten integrations spanning four continents The Americas the European Union Africa and Asia The Economics of Regional Integration shows the importance of regional economic

integration in the world economy based partially on descriptive analyses the authors new methodological framework and a new composite index integration profile It implements and quantifies relevant theories e g integration maturity competitiveness economic development convergence to one framework and a composite indicator This helps to arrive at a more precise measurement of these integrations resulting in useful feedback for decision makers and leading to policy recommendations for each organisation to improve efficiency or to include new members The text presents a comparative perspective of regional integration based on case studies by applying the same theoretical framework and a comprehensive methodology for assessing the economic readiness of membership seeking countries while also considering regional differences It investigates the impact of regional integration on income inequality and poverty reduction by examining how common development economic policies and social programs implemented by regional organizations affect the distribution of income and wealth among member states The comprehensive investigation of regional integration covering economic social and institutional factors makes the book highly relevant for advanced students researchers and scholars Additionally its potential policy context application makes it useful for policymakers and practitioners participating in regional integration programs

**ICIE 2016 Proceedings of the 4th International Conference on Innovation and Entrepreneurship** Dr

Kenneth A. Grant and Dr Sean Wise, 2016 *Transport Systems and Delivery of Cargo on East-West Routes* Aleksander Ślaskowski, 2018-04-16 This book discusses the problems of delivering goods from East and South East Asia to Europe presenting the regional transport problems experienced in Italy Slovakia Russia Georgia Kazakhstan Uzbekistan and Poland The book is divided into two parts The first part is devoted to the analysis of various issues in global logistics and regional transport which operate in transport corridors The second part of the book focuses on solutions to some of the technical and informatics problems related to the organization of transportation along the East West routes Intended primarily for professionals involved in various aspects of cargo delivery along the East West routes the book is also useful for manufacturers technical staff at logistics companies managers students of transport related subjects as well as for a wide range of readers interested in the current state of transport in different countries

**Turkic Council Countries: Infrastructure, Trade, Logistics and Transportation** Mahir Humbatov, Kazim Sari, 2017-11-17 The Cooperation Council of Turkic Speaking States the Turkic Council TC was established in 2009 as an intergovernmental organization to promote multilateral cooperation among Turkic Speaking States The four founding member states of the TC are Azerbaijan Kazakhstan Kyrgyzstan and Turkey In addition Uzbekistan and Turkmenistan are two possible future members of the council This study aims to investigate the infrastructural investment trade logistics and transportation potential of the mentioned countries as well as elaborate these activities among the TC s current and possible future members For this purpose firstly present situation of the trade among the Council s current and possible future members has been examined At this point it is made clear that the trade volume among these six states is not as much as expected but it is open to healing Later the

opportunities and the last developments that may increase the trade volume among the TC's current and possible future members in line with advancement of their infrastructural potential are explored. In reality, the geographic location of these states is very good. Namely, they are on the old trade route known as the Silk Road channels; however, this road was not active for a long time. Recently, this ancient trade route between East and West was aimed to be revived by China. Besides, India is keen to develop another approach of the Silk Road under the International North-South Transportation Corridor (INSTC) initiative. In fact, these are great opportunities for the TC's current and possible future members. That is, there is a very large volume of trade between China and Europe, and currently almost all of this trade is done through sea transport. Hence, if even a small part of this trade is transported by the Chinese Initiative of the Silk Road, its contribution to the current and potential future members of the TC and their integration into each other will be great. However, at this point, there are some tasks that current and potential members of the TC must complete to mobilize the Silk Roads. In fact, opening of Baku-Tbilisi-Kars (BTK) rail link recently was an important step to make it active, but this is not fully enough. In this work, it is also aimed to set out these tasks from the perspective of each current and potential member. Finally, with the help of this review, the limitations and problems of each state's infrastructural investment, trade, transport, and logistics system have been put forward for improvement studies.

#### **Eurasian Economic Union Trade and Investment Agreements Handbook Volume 1**

**Strategic Information and the Treaty of the Eurasian Economic Union** IBP, Inc., 2016-10-19 Eurasian Economic Union Trade and Investment Agreements Handbook Strategic Information and Basic Agreements

**Diversifying Kazakhstan's Exports: Institutions, Policies, Infrastructures** OECD, 2024-06-25 Kazakhstan's trade performance has displayed remarkable resilience to recent economic shocks, including Russia's full-scale invasion of Ukraine and the ensuing international sanctions. However, connectivity remains one of the greatest challenges facing the country; its trade integration is limited by low density of settlement and economic activity, infrastructure bottlenecks, weaknesses in trade facilitation, and long distances to major markets. Its economy still depends on a limited number of export commodities and a narrow range of trading partners. This report summarises the analytical guidance and capacity building on export diversification in Kazakhstan provided by the OECD in 2022 and 2023. The report complements recent OECD work on trade connectivity in Central Asia by focusing on practical aspects of export diversification identified in collaboration with the government of Kazakhstan: i) how to develop export promotion policies for SMEs; ii) how to design a one-stop shop for exporting SMEs; and iii) how to improve cross-border co-operation in Kazakhstan's Caspian Sea ports.

#### **Green Finance and Investment**

**Promoting Clean Urban Public Transportation in Kazakhstan, Kyrgyzstan and Moldova: Summary Report of**

**Project Implementation 2016-2019** OECD, 2019-10-15 This report presents the objectives, methodology, procedures, and main findings of the OECD project 'Strengthening public finance capacity for green investments in the EECCA countries'. Between 2016-19, the project aimed to help set the partner countries (Kazakhstan, Kyrgyzstan, and Moldova) on a sustainable

path of development by reducing the energy and carbon intensity of their economies

**Management of Digital Technologies in the Innovative Economy** Elena G. Popkova, 2025-05-31 This book is devoted to rethinking the modern theory and practice of digital technology management in the innovative economy through the lens of sustainable development The book systematises the vectors of the sustainable development of the innovative economy The progressive practice of digital technologies management in business in support of the sustainable development of the innovative economy is considered The practice of state management of digital technologies in support of the sustainable development of the innovative economy is studied The international experience of digital technology management in support of the sustainable development of the innovative economy is discussed Recommendations for the improvement of digital technology management for the sustainable development of the innovative economy are proposed

**Cities and Local Governments in Central Asia** Madina Junussova, 2020-02-28 This book presents the changing roles of urban governments and how local governments struggle to gain administrative fiscal and political power to combat current urban challenges in Kazakhstan Focusing on the cities and regions selected by the national government of Kazakhstan to be the drivers of national economic development the author analyses the impact of decentralization on the role of local governments The book examines the practical experiences of city and regional governments with an emphasis on urban planning public investment in national projects and management of urban transport Due to the complexity and irregular distribution of political reforms at different levels of local government in Kazakhstan three separate studies are presented each looking at a specific aspect of decentralization reform and local government function related to physical urban development and distribution of public investment The author argues that if the national government of Kazakhstan wants to concentrate economic resources in urban agglomerations it is not enough to assume that local governments are ready to play the role of efficient planners and managers of urban development A useful analysis illustrating cities and urban conglomerations as engines of growth in economic development this book will be of interest to academics studying Central Asian Studies in particular political and economic development Development Studies and Urban Studies The Open Access version of this book available at <http://www.taylorfrancis.com> has been made available under a Creative Commons Attribution Non Commercial No Derivatives CC BY NC ND 4.0 license

**Sustainable Rail Transport 4** Marin Marinov, Janene Piip, 2021-12-16 This book offers a timely collection of articles on innovative research and developments in the vast field of rail transport including rail operations management economics vehicles interior design and sustainable infrastructure It addresses academics and professionals specializing in railway transport analysis innovation systems design and new technology Continuing on the tradition of the previous volumes the book reports on innovative solutions for energy saving noise reduction and baggage handling It elaborates on the implementation of digital technologies and discusses sustainable rail operations along transport corridors The concept of hyperloop is also discussed as a possible transport mode of the future All the contributions were selected through an internal

competition and a double blinded peer review process organized by the RailUniNet members      Small Savings Mobilization and Asian Economic Development Mark J. Scher, Naoyuki Yoshino, 2015-06-11 Postal savings systems in Asian developing countries play a significant role in social and economic development In many of these countries and others around the world postal savings and giro remittances are the only means of providing financial services to all segments of the population particularly women rural communities and the urban poor Postal savings in many countries also hold the largest share of individual and household savings among competing institutions This book examines the postal financial systems of some twenty countries visited by the author and also includes case studies by expert authors from different developing nations Among the topics covered are savings product development investing mobilized funds receiving overseas remittances and utilizing financial technology      **The Central Asian Economies Since Independence** Richard Pomfret, 2020-12-08 The 9 11 attacks the U S invasion of Afghanistan and the oil boom of recent years have greatly increased the strategic importance of resource rich Central Asia making an understanding of its economic and therefore political prospects more important than ever In *The Central Asian Economies Since Independence* Richard Pomfret provides a concise and up to date analysis of the huge changes undergone by the economies of Kazakhstan the Kyrgyz Republic Tajikistan Turkmenistan and Uzbekistan since the collapse of the Soviet Union in 1991 The book assesses the economic prospects of each country and the likelihood that economic conditions will spur major political changes With independent chapters on each country and chapters analyzing their comparative economic performance the book highlights similarities and differences Facing common problems caused by the breakdown of Soviet economic relations and the hyperinflation of the early 1990s these countries have taken widely divergent paths in the transition from Soviet central planning to more market based economies The book ends in 2005 with the bloodless Kyrgyz revolution and the violence in Uzbekistan which signaled the end of the region s political continuity Throughout the book Pomfret emphasizes the economic forces that foster political instability from Kazakhstan s resource boom and Turkmenistan s lack of reform to Tajikistan s abject poverty      **Report on the Foreign Policy of the Czech Republic** , 2001-01-01      **International Organizations and the Law of the Sea 1998** Barbara Kwiatkowska, Harm Dotinga, Erik J. Molenaar, Alex G. Oude Elferink, Alfred H.A. Soons, 2021-08-04 Now in its 14th year the NILOS Documentary Yearbook provides the reader with an excellent collection of documents related to ocean affairs and the law of the sea issued each year by organizations organs and bodies of the United Nations system Documents of the UN General Assembly Meeting of State Parties to the 1982 UN Law of the Sea Convention CLCS ISBA ITLOS Follow Up to the UN Straddling Fish Stocks and Small Island States Conferences Panama Canal ECOSOC UNEP and UNCTAD are included first followed by the documents of FAO IAEA IMO UNESCO IOC As in the previous volumes documents which were issued in the course of 1998 are reproduced while other relevant documents are listed The NILOS Documentary Yearbook has proved to be of invaluable assistance in facilitating access by the community of scholars and practitioners in ocean affairs and the law of the sea to



essential documentation The entry of the 1992 UN Law of the Sea Convention into force on 16th November 1994 and of the Part XI Agreement on 28 July 1996 and progress in the implementation of Chapter 17 of Agenda 21 make continuation of this assistance of particular significance in the years to come Volume 14 contains Special Report by Editor in Chief Barbara Kwiatkowska on The Law of the Sea Related Cases in the International Court of Justice During the Presidency of Judge Stephen M Schwebel 1997 2000 It explores the unique role of the ICJ as the principal judicial organ of the United Nations in the development of ocean affairs and the law of the sea in the context of an ongoing follow up to the Overall Review and Appraisal of the UNCED Agenda 21 The members of the Yearbook s Advisory Board are Judges Abdul Koroma and Shigeru Oda of the ICJ Judges Thomas Mensah Dolliver Nelson and Tullio Treves of the ITLOS as well as Rosalie Balkin Edward Brown Lee Kimball Bernard Oxman and Shabtai Rosenne

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