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**ECONOMIC BELT OF THE SILK WAY:  
OPPORTUNITIES AND PROSPECTS FOR KAZAKHSTAN**

«One Belt, One Road» – the proposal put forward by the People's Republic of China (PRC) for joint projects of the «Economic belt of the Silk Way» and the «Silk Road of the XXI century». The proposal was first put forward by the Chairman of the People's Republic of China Xi Jinping during his visits to the countries of Central Asia and to Indonesia in the autumn of 2013. The essence of this Chinese initiative is to find, formulate and promote a new model of international cooperation and development by strengthening existing regional bilateral and multilateral mechanisms and structures of interaction involving China. Based on the continuation and development of the spirit of the ancient Silk Road, «One Belt, One Road» calls for the development of new mechanisms for regional economic partnership, stimulation of economic prosperity of the countries involved, strengthening of cultural exchanges and links in all areas between different civilizations, as well as promoting peace and sustainable development. According to official data of China «One Belt, One Road» covers the greater part of Eurasia, connecting developing countries, including «new economies», and developed countries. The territory of the megaproject contains rich reserves of resources, 63% of the world's population live, and the estimated economic scale is 21 trillion US dollars. Against the backdrop of the slow recovery of the world economy from the consequences of the global financial and economic crisis, the world community is to find a new model of interaction and create new mechanisms for economic development. During the integration of the Chinese economy into the world economy, China is ready to assume more international responsibilities and commitments in accordance with its capabilities, to make a great contribution to the maintenance of peace and human development. The initiative on joint construction of the "one belt and one road" is aimed at promoting free, orderly movement of economic factors, efficient allocation of resources and deepening market integration, encouraging coordination of economic policies of countries along the «one belt and one road» routes, expanding and deepening regional cooperation, on joint efforts the formation of an open, inclusive and balanced architecture of regional cooperation, within the framework of such an architecture partner all are benefiting and opportunities for sustainable development.

The article describes the economic content of the Economic Belt of the Silk Way and also discusses the problems and facts that this global project helps to stimulate the development of the Kazakh-Chinese economic relations.

**Key words:** Economic Belt of the Silk Way, Kazakh-Chinese economic relations, system, project, road, interest.

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**Жібек жолының экономикалық белдеуі:  
Қазақстан үшін мүмкіндіктер мен болашағы**

«Бір белдеу, бір жол» – «Жібек Жолы экономикалық аймағы» және «XXI ғасырдың Теңіздік Жібек Жолы» біріккен жобаларының Қытай Халық Республикасымен (ҚХР) алға қойылған ұсынысы. Бұл ұсынысты ең алғаш ҚХР басшысы Цзиньпин Орталық Азия елдері мен Индонезияға 2013 жылдың күз айында бару сапарында ұсынды. Бұл қытайлық бастаманың негізгі мағынасы

халықаралық достастықтың жаңа үлгісін іздеу, қалыптастыру және алға дамытуда және Қытай елінің қатысуымен өзара әрекеттердің қолданыстағы аймақтық екі тараптық және көп тараптық механизмдері мен құрылымдарын дамыту болып табылады. Ежелгі Жібек Жолының ерекшеліктерін жалғастыру және дамыту негізінде «Бір белдеу, бір жол» бастамасы аймақтық экономикалық серіктестіктің жаңа механизмдерін дайындауға, қызығушылық танытқан елдердің экономикалық дамуын қалыптастыруға, әртүрлі өркениеттер арасындағы мәдени қатынастар мен барлық сала бойынша байланыстардың нығаюына және сонымен қатар тыныштық пен тұрақты дамудың болуына шақырады. Қытай елінің ресми деректері бойынша, «Бір белдеу, бір жол» жобасы дамушы елдерді біріктіре отырып, оның ішінде «жаңа экономика» және дамыған елдерді қосып, Еуразияның үлкен бөлігін қамтиды. Мегажобаның аймағында ресурстардың бай қоры анықталған, ғаламшарымыздың 63 % өмір сүреді, ал болжамдық экономикалық ауқымы – 21 трлн АҚШ доллары. Жаһандық қаржылық-экономикалық дағдарыстың әсерінен әлемдік экономиканың баяу қалпына келуі барысында, әлемдік қауымдастыққа өзара әрекеттестіктің жаңа үлгісін табуға және экономикалық дамудың жаңа механизмдерін құруға тура келеді. Қытай экономикасының әлемдік экономикаға интеграциясы барысында Қытай өзінің қабілеттіліне сәйкес үлкен ауқымдағы халықаралық жауапкершіліктерді және міндеттемелерді алуға, тыныштықты сақтау мен жалпы адамзаттық дамуға үлкен үлесін қосуға дайын. «Бір белдеу, бір жол» біріккен құрылысының мақсаты еркін, реттелген экономикалық факторлардың қозғалысына, қорлардың тиімді таратылуы мен нарықтық интеграцияның нығаюына, «Бір аймақ – бір жол» бағытындағы елдердің экономикалық саясатының координацияларының кеңеюіне, аймақтық қауымдастықтың ашық, инклюзивті және үйлесімді, архитектурасын қалыптастыруға біріккен күштердің күшеюі мен нығаюына бағытталған, мұндай серіктестік архитектуралар аясында барлық ел тек пайда және тұрақты даму мүмкіндіктерін алады.

Мақалада Жібек Жолының Экономикалық Белдеуінің экономикалық мазмұны ашылады, және сонымен қатар бұл жаһандық жоба қазақстандық-қытайлық экономикалық қатынастардың дамуына ықпал ететіндігін қарастырады.

**Түйін сөздер:** Жібек Жолының Экономикалық Белдеуі, қазақстандық-қытайлық экономикалық қатынастар, жүйе, жоба, жол, қызығушылық.

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### **Экономический пояс Шелкового пути: возможности и перспективы для Казахстана**

«Один пояс и один путь» – выдвинутое Китайской Народной Республикой (КНР) предложение объединённых проектов «Экономического пояса Шёлкового пути» и «Морского Шёлкового пути XXI века». Предложение было впервые выдвинуто председателем КНР Си Цзиньпином во время визитов в страны Центральной Азии и в Индонезию осенью 2013 года. Суть данной китайской инициативы заключается в поиске, формировании и продвижении новой модели международного сотрудничества и развития с помощью укрепления действующих региональных двусторонних и многосторонних механизмов и структур взаимодействий с участием Китая. На основе продолжения и развития духа древнего Шёлкового пути «Один пояс и один путь» призывает к выработке новых механизмов регионального экономического партнерства, стимулированию экономического процветания вовлечённых стран, укреплению культурных обменов и связей во всех областях между разными цивилизациями, а также содействию мира и устойчивого развития. По официальным данным Китая, «Один пояс и один путь» охватывает большую часть Евразии, соединяя развивающиеся страны, в том числе «новые экономики», и развитые страны. На территории мегапроекта сосредоточены богатые запасы ресурсов, проживает 63 % населения планеты, а предположительный экономический масштаб – 21 трлн долларов США. На фоне медленного восстановления мировой экономики от последствий глобального финансово-экономического кризиса мировому сообществу предстоит найти новую модель взаимодействия и создать новые механизмы экономического развития. В ходе интеграции китайской экономики в мировую экономику Китай готов принять на себя больше международных обязательств, внести большой вклад в поддержание мира и общечеловеческого развития. Инициатива по совместному строительству «одного пояса и одного пути» нацелена на содействие свободного, упорядоченного движения экономических факторов, эффективное распределение ресурсов и углубление рыночной интеграции, на поощрение координации экономической ответственности и обязательств в соответствии со своими способностями, политики стран вдоль маршрутов «одного пояса и одного пути», расширение и углубление регионального сотрудничества, на

формирование совместными усилиями открытой, инклюзивной и сбалансированной архитектуры регионального сотрудничества, в рамках подобной архитектуры партнерства все получают пользу и возможности устойчивого развития.

В статье раскрывается экономическое содержание Экономического Пояса Шелкового пути, а также рассматриваются проблемы и факты, что этот глобальный проект помогает стимулировать развитие казахстанско-китайских торговых отношений.

**Ключевые слова:** Экономический Пояс Шелкового пути, казахстанско-китайские торговые отношения, система, проект, путь, интерес

### Relevance of the research

The Silk Road Economic Belt (SREB) is a long-term project that allows the establishment of new trade bridges. On September 16, 2013, speaking at Nazarbayev University in Astana, President Xi Jinping presented a comprehensive and ambitious initiative to create «Silk Road Economic Belt» in the entire Eurasian continent. This initiative is aimed at the renaissance of Great Silk Road in modern conditions.

In a very short period of time, the initiative was launched to become not just a concept, but an international megaproject of great economic interest not only for China itself, but also for all countries along the Great Silk Road, including Kazakhstan.

Many today have high hopes for this Chinese project to restructure the current system of trade and economic relations in all of Eurasia. A large number of studies and forecasts regarding the impressive volumes of cargo flows that will go from East to West along the created economic corridors only confirm this interest. (Pala, Christopher, 2016: 14-21)

The theoretical and methodological basis of the research is connected with the synthesis of the works of foreign and domestic scientists and modern lines of economic science; the works of foreign and domestic economists on the issues of the Economic Belt of the Great Silk Road Project, the laws of the Republic of Kazakhstan, Government Decrees, the Strategic Development Plan of the Republic of Kazakhstan, the State Program on Forced Industrial and Innovative Development of the Republic of Kazakhstan and other normative acts of the Republic. As an information base of the study, instructive regulations on transport logistics issues, materials of the National Bank, reports of second-tier banks, data from central banks of developed countries, foreign financial institutions, monographs of foreign and domestic authors, and materials of periodicals were used.

Columbian professor Millward, James A. in his literature widely considered the economic belt of the Silk Way between the People's Republic of China

and Eurasia (Millward, James A., 2007: 45-47). Also, Professor Pala Christopher in his work "The Sea Silk Way" extensively explored the current state of marine problems.

Shannon Tiezzi in his article titled "China Pushes 'Maritime Silk Road' in the South, Southeast Asia – The Diplomat" analyzed China's global strategies.

Jeo Stuart in the article "Reflections on Maritime Partnership: Building the 21st Century Maritime Silk Road" raised questions about the importance of the Silk Road for countries.

Also, Professor Micle Vernier in the work "Xi in call for building of new" maritime silk road "discussed the strategic importance of the project "One belt, one road". Baike Baidu in his work considered the issues of meeting the countries of Eurasia located on the Silk Way, and the issues of China's satisfaction because of the economic changes that were introduced earlier were considered by Jeremy Page. (Shannon Tiezzi, 2016: 22-36)

English professors Lord Vankir, Bihey Malind, Dune Ravie, David Konrad, Caline Frightn and Kalord Tyisman in their writings explored aspects of the fact that the Silk Way is not only developed trade relations between countries, but also contributed to the consolidation of peace and harmony in Eurasia over the centuries, stimulated exchange of best practices, achievements and knowledge for that period.

Within the framework of the "One belt, one road" initiative between Kazakhstan and China, the innovative partnership Heo Lu explored in the article "Brief introduction to relations between China and Kazakhstan" the issues of cooperation in energy and agriculture in the framework of large-scale transport projects.

### Introduction

Three decades of structural change and rapid growth in comparison with many countries of the world have made China the locomotive of world economy and one of the two leading economies of the world. The country has also become the world's largest manufacturer and exporter of most

types of industrial products. It should be noted that China is one of key trade and economic partners of both Kazakhstan and other members of Eurasian Economic Union (EAEU). (Marat Yermukhanov, 2016: 3)

Thus, China ranks third in the commodity turnover of the Republic of Kazakhstan after the EU and Russia (\$ 10.6 billion and 14% of the total turnover) and second place after the EU in the consumption of Kazakhstani products (12%). China is also one of the largest investors in the economy of Kazakhstan (in 2007–2017, China's foreign direct investment amounted to \$ 19 billion), and among the Chinese trade partners in the CIS, Kazakhstan ranks second after Russia. (Victoriya Lemon, 2018: 67-75)

According to statistical data, in 1992, the total trade turnover of the PRC with the five countries of Central Asia (Kazakhstan, Uzbekistan, Turkmenistan, Kyrgyzstan, Tajikistan) was about 0.5 billion US dollars. In 2017, after 25 years, this figure, according to the Ministry of Commerce of China, rose to a record \$ 59 billion, an increase of more than 100 times. This incredible dynamic shows that in the future, China will take an even more important place in the economic development of the states of Central Asia.

In addition, in the current difficult conditions, the search for efficient economic corridors, expanding product sales markets, establishing equal access to common infrastructure and attracting investments for economies are very important for countries.

Of course, this project is able to open new horizons for trade, economic and investment cooperation in various fields. And for the practical implementation of its initiative, China has created such global financial development institutions as the Asian Infrastructure Investment Bank (\$ 100 billion) and the Silk Road Fund (\$ 40 billion), whose capital will be used to implement international infrastructure projects. No country other than China can allocate such funds for its strategic projects today. Indeed, the SREB is impressive in its scope: until 2019, China plans to import goods from Asia and Europe for \$ 9.5 trillion and invest up to 550 billion dollars in these regions. Consequently, the indisputable advantage of the SREB is its financial and economic security.

This explains the fact that both the EAEU states and China are interested in the implementation of large-scale infrastructure projects in the area of greater Eurasia.

## Methods

Theoretical and methodological basis of the study served as a scientific work, based on the fundamental positions developed by domestic and foreign scientists in the field of the Chinese project «One Belt – One Road». In the study, the authors relied on the scientific methods of analysis: scientific abstraction, generalization of the system, logic, comparison. Information and empirical basis of the study was based on specialized publications, official statistics, materials business practices and analytical data published by official sources and obtained through the Internet.

## Materials

Kazakhstan was not by chance chosen to publicize the Chinese strategic initiative. Being located at the junction of Europe and Asia, Kazakhstan occupies an extremely important geostrategic position and can turn into an important link between two economic giants – the EU and the PRC. In addition, Kazakhstan has the largest economy in the region (after Russia) and accumulates over 70% of China's trade turnover with the countries of Central Asia.

It should be noted here that on August 30 – September 3, 2015, during the official visit of President N.A. Nazarbayev to China signed a Joint Declaration of the Republic of Kazakhstan and the PRC on a new stage of comprehensive strategic cooperation. This document marks the beginning of the joint promotion of cooperation on the conjunction of the New Economic Policy of Kazakhstan "Nurly Zhol" (Shining Path) and the Silk Road Economic Belt. In terms of their content, the two programs complement each other, since they are aimed at developing infrastructure and industrialization in Kazakhstan, primarily transport and communications (Kalord Tyisman, 2016: 45-47).

Thus, the national plans of the Silk Road countries are practically embedded in the SREB. In this case, the Silk Road project becomes not a purely Chinese, but a truly joint Eurasian project, which is an undoubted advantage of the SREB.

The Nurly Zhol ligament – the SREB is of particular importance also against the background of last year's rapid decline in world oil prices – the main driver of Kazakhstan's economic growth.

In the future, the implementation of the Silk Road project will allow Kazakhstan to access



the seaports of the SREB countries, speed up and reduce the cost of delivering Kazakh goods to world markets, and increase the volume of foreign and mutual trade. Accordingly, the Silk Road solves the urgent problem of the region's exit from the trap of transport insulation. It is for these reasons that the region has increased interest in the Chinese strategic initiative.

As is known, Kazakhstan is actively investing in projects for the development of transit-transport and industrial infrastructure, which were chosen as key areas of cooperation with the SREB project. Thus, in the field of energy, the construction of the second section of the Beineu-Bozoi-Shymkent gas pipeline is promising, which will allow starting deliveries of both Kazakhstani and Russian gas to China in the near future.

In the field of transport infrastructure from the three main corridors of the SREB (1st from China through Central Asia, Russia to Europe; 2nd from China through Central Asia, Western Asia to the Persian Gulf, the Mediterranean Sea; 3rd from China to the Southeast Asia, South Asia, to the Indian Ocean) Kazakhstan's greatest interest is the first route that passes through Central Asia to Europe.

In this direction, a large-scale project on the construction of the international transit automobile corridor «Western Europe – Western China» is of great importance, with the adjoining roads of republican significance to Kazakhstan so that the production infrastructure has a direct road and railway connection to the transit transport corridor.

In response to criticisms about the absence of common infrastructure projects, the EAEU member states in 2016 identified this international corridor as the main joint infrastructure project. Its main advantage is saving time spent on the way. On average, a container shipped from Shanghai travels 40–45 days along the sea route, which has recently been aggravated by unrest in many nearby regions. But if cargoes are sent by land Eurasian corridor, the delivery time is reduced to 14 days by Trans-Siberian Railway and to 10 days by the corridor "Western Europe – Western China".

In other words, the corridor "Western Europe – Western China" is the shortest road route from China to Europe and is of great importance in increasing the transit potential for the entire Eurasian continent. According to calculations, about 8% of the trade turnover between China and the European Union by 2020 will pass along this corridor. And this is about 50 billion US dollars. (Tian Jinchun, 2018: 3)

Traffic is already open along the entire length of the «Western Europe – Western China»

automobile corridor, which runs through the cities of: Lianyungang, Zhengzhou, Lanzhou, Urumqi, Khorgos, Almaty, Kyzylorda, Aktobe, Orenburg, Kazan, Nizhny Novgorod, Moscow and St. Petersburg with access to the ports of the Baltic Sea. The total length of the corridor from the port of Lianyungang in China to St. Petersburg in Russia is almost 8.5 thousand km. Of these, 2493 km are laid across the territory of Russia, 2787 km – of Kazakhstan and 3425 km – of China. It is no coincidence that in China they say: «To become rich, you must first build roads.»

An important advantage of the corridor is that it is the only one in operation and most of the existing transit flow goes through it. It is expected that by the end of the project implementation, the total cargo traffic will increase by 2.5 times and will be about 33 million tons per year. The constructed roads will increase the capacity of cars by 1.5 times, transport and transit traffic will be accelerated twice, the time spent on the road will be reduced by 1.5 times.

The implementation in Kazakhstan of "51 Chinese projects" totaling \$ 28 billion is currently a powerful area of cooperation between our countries, woven into the economic geostrategy of the People's Republic of China – "The Silk Road Economic Belt". However, up to 51 projects are still far away, since there are actually fewer than 15 projects at the implementation stage. These are mainly technological capacities and production lines of Chinese investors in the already existing Kazakhstani enterprises in the field of engineering, oil refining, production of building materials, etc.

Of the factories that are actually built from scratch, so-called «in the open field», for the money of Chinese investors, only two can be named. Moreover, both projects are related to the agro-industrial complex. This is an enterprise in the North Kazakhstan area of the deep processing of oilseeds and grains of Tayinsha-May LLP of Xian Aiju Corporation. And a plant for the processing and production of camel and horse milk powder in the city of Turkestan, South Kazakhstan region, almost ready for commissioning, was invested by the Chinese company Golden Camel Group. It also includes the construction of a copper smelter in the East Kazakhstan region, a polypropylene plant for the KPI company in the Atyrau region and the modernization of the Shymkent refinery. The implementation of joint industrial investment projects is primarily aimed at the development of non-primary sectors of the national economy. The main task of such a large-scale project is to build an alternative economy, independent of raw materials.

On the whole, number of preliminary economic agreements of domestic companies with Chinese investors is impressive – \$ 13 billion. However, it's hard to say how many of them will actually go to the Kazakh economy and how many joint projects will be implemented in reality. One of such projects could be a grain processing plant, in which Chinese companies are planning to invest \$ 2.5 billion.

Despite the observed decline in world trade, which calls into question the available forecasts about strong trade flows, in the future more than half of Chinese goods sent to EU countries will be transported through Kazakhstan.

In fact, this is a new Eurasian continental bridge and an economic corridor "China – Central Asia – Western Europe", in which China, Kazakhstan and Russia will be leaders.

## Results

In September 2018, China celebrated the fifth anniversary of the global integration initiative « One Belt, One Road » (OBOR). A number of events were timed to date: specialized press conferences were held, PRC Chairman Xi Jinping, the author of OBOR, made a keynote speech (as it is known, the starting point of the global integration initiative « One Belt, One Road » is considered to be the speech of the head of Chinese State at Nazarbayev University on 7th of September, 2013).

The five-year anniversary of «One Belt, One Road» is an important event for the PRC. In Chinese political establishment, evaluation of the results of activities and the development of plans for the future are conducted in five-year increments. Therefore, in China they sum up results and designate the vectors for further development of the integration initiative. And these results are impressive. As part of Beijing initiative, 118 cooperation documents were signed with 103 countries and international organizations. Over the past five years, China's total trade with OBOR partners made up about \$ 5 trillion; for 25 countries participating in the initiative, the People's Republic of China has become the largest trading partner. Chinese investment in countries along «One Belt, One Road» for the reporting period exceeded \$ 70 billion, with a weighted average annual growth of 7.2 percent. Over the past five years, OBOR has already become recognizable, has demonstrated its attractiveness, rich development potential and, most importantly, viability, unlike other integration initiatives. (Santy Prodo, 2018: 8)

In September 2018 in China, separate work vectors for the next – the second five years of the

initiative development were already defined. So, Beijing will continue to finance related OBOR projects through funds, national and international banks (among the latter, Asian Infrastructure Investment Bank). It is expected that new financing projects will be announced at the upcoming second summit of «One Belt, One Way» in 2019. The first summit in this format was held in Beijing in 2017, even then the authorities showed willingness to generously support the initiative. So, Xi Jinping at last year's summit announced that China will additionally allocate 480 billion yuan (70 billion dollars) to develop cooperation projects in the framework of «One Belt, One Way». According to the head of Chinese State, an additional 100 billion yuan will be allocated to Silk Road Fund, whose capital now makes up about 40 billion dollars. In addition, China's ExImbank will allocate 130 billion yuan, and the State Development Bank of China – 250 billion yuan to support new Silk Road projects. Apart from that, in the next 5 years, China will provide developing countries and international organizations along the «One Belt, One Road» monetary assistance in the amount of 60 billion yuan (almost \$ 8.5 billion).

The second vector of OBOR development: in member countries of the initiative, the work will continue on creation of trade and economic cooperation zones. They became a kind of "mycelium", on which the initiative took root. Over the past five years, 82 such zones have been created, in the development of which 28.9 billion dollars were invested. 4000 enterprises were opened, which paid 2 billion dollars of taxes to the treasury, 244 thousand new jobs were created at these enterprises.

The third direction of development will be the work on "title" projects for development of transport infrastructure. Already today, within the framework of the initiative, many China-Europe railway freight transportation routes have been established. They linked 48 Chinese megacities with 42 cities in 14 European countries. The total number of trains that went along these routes has already exceeded 10 thousand. According to experts, establishment of such logistics chains and strengthening of transport interconnections are much more effective than simple creation of trade unions. If in the second case it is possible to increase the rate of global development by 5 percent, in the first case – by 10-15 percent. Investments in appropriate infrastructure will continue. According to estimates by the consulting company McKinsey, every billion dollars of investment in infrastructure construction will create from 30 to 80 thousand jobs and up to

2.5 billion dollars of value added. Funding will go through Asian Infrastructure Investment Bank with a capital of \$ 100 billion. It was created at the initiative of the People's Republic of China and began work in January 2016.

Finally, institutionalization of the initiative will continue. It is quite natural that with the development of trade and investment cooperation along «One Belt, One Road» the number of controversial issues is increasing. Anticipating this, in June, China opened international commercial courts in Shenzhen and Xi'an, and on August 26, 2018 International Commercial Expert Committee was established. In China, it has been repeatedly stressed that all efforts to develop the initiative fully corresponds to Xi Jinping's words that «One Belt, One Road» is not some kind of «Chinese Club» leading to creation of political and other alliances. The ultimate goal of «One Belt, One Road» is «to give new opportunities for a healthy economic globalization».

### Discussion

In September, in honor of the five-year anniversary of the initiative «One Belt, One Road» in the capital of Kazakhstan, Astana, Kazakhstan-Chinese Business Forum and Kazakhstan-Chinese Forum in the framework of «One Belt, One Road» on exchanges between analytical centers, media and cultural interaction were held. In both forums, results of cooperation were summed up and prospects for interaction between China and Kazakhstan were discussed. In Kazakhstan-Chinese Forum in the framework of «One Belt, One Road» on exchanges between analytical centers, media and cultural interaction jointly organized by Chinese Association of Public Diplomacy, Kazakhstan International Relations Council and «Huanquan» company about 130 Chinese and Kazakh representatives participated, including the Vice-President of Chinese Association of Public Diplomacy, Hu Zhengyue, former Ambassador of the People's Republic of China in Republic of Kazakhstan, Zhang Xiyun, former Ambassador of Republic of Kazakhstan in the People's Republic of China, Kuanysh Sultanovich Sultanov and Chairman of Kazakhstan International Relations Council, Tynymbayuly Yerlan Karin.

Over the past five years, 18 summits have taken place between China and Kazakhstan on the highest level. Under leadership of the leaders of two countries over the past 5 years, many achievements have been gained, relations between Kazakhstan and countries of Eurasia have risen to a new level, as Yerlan Karin said at the forum. Hu Zhengyue

noted that «One Belt, One Road» initiative is a completely new mechanism for international cooperation. «Working together, we can create a bright path of mutual benefit and joint win,» he added. Kuanysh Sultanovich Sultanov said that thanks to implementation of «One Belt, One Road» initiative, over 200,000 new jobs were created in the respective countries, which means emergence of new opportunities and choices. In Kazakhstan a boom in learning Chinese has been observed, and in China more than 14,000 students from Kazakhstan are currently studying.

Cooperation between China and Kazakhstan is fruitful. China is the second largest trading partner, the second largest export market and supplier of goods for Kazakhstan. Chinese institutions have already provided Kazakhstan with a loan of more than 50 billion US dollars, so China is the largest country-source of commercial loans for Kazakhstan. In 2017 trains on the route China – Europe more than 1,800 times crossed the territory of Kazakhstan, this figure increased by 50% compared with 2016, total amount of goods shipped from China and Kazakhstan made up 120 million US dollars. In addition, China created five Confucius Institutes in Kazakhstan, and Kazakhstan in turn established five Centers of Kazakh language and culture in China. Countries also develop cooperation in development of payment operations in national currencies of two countries and currency swaps.

According to official data, within 5 years amount of Chinese investment in Kazakhstan exceeded more than 29 billion US dollars, Kazakhstan has become a priority country for Chinese investors. Currently, number of Chinese companies registered in Kazakhstan has reached 2,600, about 600 enterprises carry out commercial activities in this country. In particular, branch of Infinitus company (China), a leading corporation in the Chinese production of medicinal herbs, received state registration in Kazakhstan on September 4 of this year, which in turn was an important step for the company to open the market of Central Asia. The executive general director of Infinitus (China), Yu Jianglin, in an interview said that rich fruits of cooperation between China and Kazakhstan in the framework of «One Belt, One Road» allowed Infinitus to see new development opportunities. Traditional Chinese medicine with a thousand-year history is very popular in Kazakhstan, which demonstrates a wide scope for development of Chinese healthcare industry in this country. «We are ready to become «providers of health» for countries along «One Belt, One Road», to play a more important role in

promoting humanitarian exchanges and cooperation in health care» said Yu Jianglin.

In general, cooperation between China and Kazakhstan has a great potential, in addition, Kazakhstan is considered to be one of the most promising countries in the framework of the initiative «One Belt, One Road». It is stated in the site "Huantsyuvan."

### Conclusion

The practical implementation of the Chinese initiative and Eurasian integration can lead to the formation of a new global economic architecture in Eurasia, where Central Asia is becoming the main link. Kazakhstan, like other countries of Central Asia, is important to participate in the implementation of integration projects, to effectively use the emerging new opportunities and benefits of regional cooperation, while at the same time ensuring the minimization of risks and threats. In the long term, this may be the key to the creation of new clusters of the economy and, ultimately, lead to the growth of other sectors of the economy, including

industry. For the entire region of Central Asia, such a large-scale project potentially means diversifying sources of government revenues, creating additional jobs and improving the overall economic situation. Nevertheless, with all the advantages of this project, it is necessary to ensure the transition from one-sided orientation of economic cooperation with China to the format of equal partnership. Central Asia should become a region and an example of cooperation, and not rivalry, where it is necessary to be guided not by some political conditions and attitudes, but by economic considerations and innovative approaches.

Thus, the SREB is, of course, a continuation of the «historical» spirit of the ancient Silk Road and a grandiose undertaking designed for the long term for many decades to come. There is still a lot of hard work ahead for its full implementation.

In conclusion, the Kazakh proverb is recalled: "He who overcomes the road, who, though slowly, but goes." Therefore, it is necessary to do business slowly, consistently and gradually, according to the principle «to start with easy questions and gradually move to more difficult ones», step by step going to mutually beneficial economic cooperation.

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