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**TRANSPORT AND LOGISTIC OPPORTUNITIES
OF KAZAKHSTAN WITHIN «NEW ECONOMIC BELT»**

Introduction to the research topic. In the modern world, one of the largest initiatives that dramatically change the appearance of this world, forming a new paradigm of economic and geostrategic development in general, is the Strategy of the Economic Belt of the Silk Road and the Maritime Silk Road. It was called «One belt, One road».

The purpose, main directions and ideas of scientific research – the study and identification of transport and logistics opportunities for the Republic of Kazakhstan in the framework of the Chinese initiative «Economic belt of the new silk road».

A brief description of the scientific and practical significance of the work. The essence of the project economic belt of the new silk road lies in the integration of the Eurasian continent in the economic, transport and logistics sectors. Due to the fact that this initiative, for the most part, is aimed at the Central Asian region, it is impossible not to take into account the expected economic benefits for our country.

The research methodology includes comparison of the New silk road initiative with the Kazakhstan infrastructure project «Nurly Zhol» on the basis of comparative analysis. To achieve the goal and solve the tasks, a comprehensive analysis was carried out, based on a combination of a systematic approach, empirical research, as well as a comparative historical method.

The main results and analysis, conclusions of the research work: the authors of the study considered such documents as the joint Declaration of China and Kazakhstan «on further deepening of comprehensive strategic partnership», «Joint communiqué on the results of the high – level forum on international cooperation within the framework of the initiative «one belt, one road» «State program of the Republic of Kazakhstan on infrastructure development Nurly Zhol for 2015-2019». The article concludes that there are significant opportunities for Kazakhstan in the field of transport logistics, which will positively affect the development of cooperation between China and Kazakhstan in the economic sector.

The value of the study: one of the main countries participating in the initiative one belt, one way is Kazakhstan. It is through Kazakhstan that a lot of transport highways pass, which will have a positive impact on the economy of this country. As a result, it is possible to identify a huge number of new jobs and commodity exchange in our country. The study is valuable because the expected results and benefits of the Chinese initiative will directly affect the economy of Kazakhstan.

Practical value of the results: helps to identify new transport opportunities.

Key words: transport logistics, economic way of the Silk Road, Nurly Zhol, Kazakh – Chinese relations.

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«Жаңа экономикалық белдеу» жобасының Қазақстан үшін көлік-логистикалық мүмкіндіктері

Зерттеу тақырыбы туралы кіріспе сөз. Қазіргі әлемде экономикалық және жалпы геостратегиялық дамудың жаңа парадигмасын қалыптастыратын, осы әлемнің бейнесін керемет өзгерткен ең ірі ауқымды бастамалардың бірі «Жібек жолының экономикалық белдеуі мен теңіз Жібек жолының экономикалық белдеуі» стратегиясы болып отыр. Ол «Бір белдеу, бір жол» деп аталды.

Ғылыми зерттеудің мақсаты, негізгі бағыттары мен идеялары – «Жаңа Жібек жолының экономикалық белдеуі» атты қытай бастамасының шеңберінде Қазақстан Республикасы үшін көліктік-логистикалық мүмкіндіктерді зерттеу және анықтау.

Жұмыстың ғылыми және тәжірибелік маңыздылығының қысқаша сипаттамасы. Жобаның мәні Жаңа Жібек жолының экономикалық белдеуі еуразиялық құрлықтың экономикалық және көлік-логистикалық салалардағы интеграциялануына байланысты. Бұл бастама негізінен Орталық Азия аймағына бағытталғандықтан, біздің Отанымыз үшін болжанатын экономикалық пайданы ескермеуге болмайды.

Зерттеу әдіснамасы «Жаңа Жібек жолы» бастамасын салыстырмалы талдау негізінде қазақстандық «Нұрлы жол» инфрақұрылымдық жобасымен салыстыруды қамтиды. Мақсатқа қол жеткізу және қойылған міндеттерді шешу үшін жүйелік тәсілді, эмпирикалық зерттеулерді үйлестіруге негізделген кешенді талдау, сондай-ақ салыстырмалы-тарихи әдіс жүргізілді.

Зерттеу жұмысының негізгі нәтижелері мен талдауы, қорытындылары: авторлар зерттеуде «жан-жақты стратегиялық әріптестікті одан әрі тереңдету туралы» ҚХР және ҚР бірлескен декларациясы, «Бір белдеу, бір жол» бастамасы аясында халықаралық ынтымақтастық бойынша жоғары деңгейдегі форум қорытындысы бойынша бірлескен коммюнике», «Қазақстан Республикасының 2015-2019 жылдарға арналған Нұрлы жол инфрақұрылымын дамыту мемлекеттік бағдарламасы» сияқты құжаттарды қарады. Мақалада ҚХР мен ҚР экономикалық саладағы ынтымақтастығын дамытуға оң әсер ететін көлік логистикасы саласындағы Қазақстан үшін елеулі мүмкіндіктер бар деген қорытынды жасалды.

Жүргізілген зерттеудің құндылығы: «Бір белдеу, бір жол» бастамасына қатысушы негізгі елдердің бірі Қазақстан болып табылады. Дәл осы Қазақстан арқылы көптеген транспорттық магистральдар өтеді, бұл осы елдің экономикасына оң әсерін тигізеді. Нәтижесінде орасан көп жаңа жұмыс орындарын ашуға және тауар алмасуға зор мүмкіндік туады. Жүргізілген зерттеу Қытай бастамасының күтілетін нәтижелері мен пайдасы Қазақстан экономикасына тікелей әсер ететіндіктен құнды.

Жұмыс қорытындыларының практикалық маңызы: жаңа көлік мүмкіндіктерін анықтауға ықпал етеді.

Түйін сөздер: көлік логистикасы, Жібек жолының экономикалық белдеуі, Нұрлы жол, қазақ-қытай қатынастары.

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Транспортно-логистические возможности «Нового экономического пояса» для Казахстана

Вступительное слово о теме исследования. В современном мире одной из самых крупномасштабных инициатив, круто меняющих сам облик этого мира, формирующих новую парадигму экономического и в целом геостратегического развития, становится Стратегия «Экономического пояса Шелкового пути и Морского Шелкового пути». Она получила название «Один пояс, один путь».

Цель, основные направления и идеи научного исследования – изучение и выявление транспортно-логистических возможностей для Республики Казахстан в рамках китайской инициативы «Экономический пояс Нового Шелкового пути».

Краткое описание научной и практической значимости работы. Суть проекта «Экономический пояс Нового Шелкового пути» кроется в интеграции евразийского континента в экономической и транспортно-логистической сферах. По причине того, что данная инициатива, по большей части, направлена на центральноазиатский регион, нельзя не учесть предполагаемые экономические выгоды для нашей Родины.

Методология исследования включает в себя сопоставление и сравнение инициативы «Новый Шелковый путь» с казахстанским инфраструктурным проектом «Нұрлы Жол» на основе сравнительного анализа. Для достижения цели и решения поставленных задач был проведен комплексный анализ, основанный на сочетании системного подхода, эмпирических исследований, а также сравнительно-исторического метода.

Основные результаты и анализ, выводы исследовательской работы: авторы в исследовании рассматривали такие документы, как Совместная декларация КНР и РК «О дальнейшем углублении всестороннего стратегического партнерства», «Совместное коммюнике по итогам форума высокого уровня по международному сотрудничеству в рамках инициативы «Один пояс, один путь», «Государственная программа Республики Казахстан развития инфраструктуры Нұрлы Жол на 2015 – 2019 г.г.». В статье сделан вывод о том, что существуют значительные возможности для Казахстана с сфере транспортной логистики, которые положительно повлияют на развитие сотрудничества КНР и РК в экономической отрасли.

Ценность проведенного исследования: одной из основных стран-участниц инициативы «Один пояс, один путь» является Казахстан. Именно через Казахстан проходят множество транспортных магистралей, что положительно скажется на экономике данной страны. В результате, можно выявить огромное количество новых рабочих мест и товарного обмена на территории нашей Родины. Проведенное исследование ценно тем, что ожидаемые результаты и выгоды китайской инициативы напрямую коснутся экономики Казахстана.

Практическое значение итогов работы: способствует выявлению новых транспортных возможностей.

Ключевые слова: транспортная логистика, Экономический путь Шелкового Пути, Нұрлы Жол, казахско-китайские отношения.

Introduction

In the modern world, one of the largest initiatives that dramatically change the appearance of this world, forming a new paradigm of economic and geostrategic development in general, is the Strategy of the Economic Belt of the Silk Road and the Maritime Silk Road. It was called «One belt, one road». More than 60 countries with a population of 4.4 billion expressed their intention to take part in the implementation of this strategy. The number of its adherents is constantly growing. Already, huge financial resources – about \$ 1 trillion-are being attracted for its implementation.

The initiator of the Strategy is China, which reflects the increased role and influence of this country in the world.

The talks about the revival of the Great Silk Road were long ago. The promotion by Chinese President Xi Jinping in autumn 2013 of two strategies – the «Economic belt of the Great Silk Road» (Astana, September 7) and the «Maritime Silk Road» (Jakarta, October 10) – indicates the processes of serious renewal of the regional and global economic policy of the People's Republic of China.

First of all, the strategy Economic belt of the Silk Road has received unconditional support in the

countries of Central Asia, especially in Kazakhstan and Kyrgyzstan. It is no accident that these countries were chosen by Xi Jinping as platforms for the initiative.

The relevance of the topic of this statement is due to several factors. Firstly, the economic belt of the Silk Road is the most important project in Eurasia. The Economic belt of the Silk Road covers more than 65 countries in the world. Secondly, the implementation of the Economic belt of the Silk Road project is interesting not only among economists, analysts and journalists, but also among the political leaders of most countries. Thirdly, this project has not yet been implemented, so it is poorly understood, in the scientific environment there is a need for more detailed study of this problem. In addition, the Economic belt of the Silk Road project directly affects the Central Asian region and its interests, so the study of this topic is necessary.

Transport, which is an element of production infrastructure, will always be the subject of close study of economists and political scientists. When considering the role of transport in the development of the national economy of the Asian countries in the XX–XXI centuries in a number of studies have highlighted its importance in the rise of the individ-

ual regions of the Russian Federation, employment, creating jobs and new industries.

At the present time, in the era of globalization and global economic crises, the state of intraregional trade depends entirely on the ability of States to provide the most efficient transport links. The development of international transport corridors (ITC) is very important for any region of the world. The creation and effective operation of such corridors pursues not only economic, but also cultural, demographic and military-strategic goals. The strategic importance of Central Asia for the PRC is now most evident in the economic sphere.

Firstly, the Eurasian continental bridge, which runs through the territory of Central Asia, is an integral part of the modern alternative to the great Silk Road. In order to form an important part of the new Silk Road in the North-West of China and to revive markets and the resource industry in China, a strategy of openness of the Western regions was developed with the support of the Central Asian countries. No state of the CAR has access to the world's oceans, and the revival of the Silk Road on a new basis will ensure the region's entry into the global economy. The New Silk Road is supposed to be built in three directions: the transport system, communications and energy, usage of oil and gas potential.

The growing power of China and its desire to play a more important role in the world, as well as strengthening its positions in Eurasia today, are quite obvious and do not need additional comments. This is a completed fact. And although these circumstances cause increasing concern not only in the West and in Russia, but also in the Central Asian states, nevertheless it is hardly possible to change this trend. To date, neither the countries of Central Asia, nor Russia are able to counter China's economic and trade penetration into the region. Such counteraction does not make sense, given that economic interaction with China is mutually beneficial and China is more important to us than we are for China. More importantly, China is no longer regarded as a source of actual threats not only by the political establishment, but also by the population of Central Asia. (Lu Veidun 2015: 36)

It has moved to the category of a desirable foreign policy and foreign economic partner, and in terms of regional security is sometimes seen as a worthy alternative to Russia and the West. Due to these reasons the Economic Belt of the Silk Road project has a fundamental importance to the countries of the region and is being followed with great care. In fact, the project is a way to give

China's relations with the countries of Central Asia a special status through their «ideological design». If earlier, due to the common Soviet past, Russia felt itself confident in terms of interaction with the countries of Central Asia, now China is increasingly using the chance to fill the ideological vacuum that has arisen in the post-Soviet space, not to mention the political and socio-economic benefits that this initiative promises. (Lu Syaonin 2017: 4)

As for our country, it seems that Kazakhstan was not accidentally chosen as a sounding platform of the concept Economic belt of the Silk Road. At first, the Chinese leadership considers Astana to be its main trade, economic and political partner in the region. Kazakhstan is the largest economy in Central Asia and accumulates more than 70 percent of China's trade with the Central Asian countries. This trend has not been reversed even by the formation of the customs Union and the Eurasian Union since January 1, 2015. From XI Jinping's speech, it becomes clear that the Chinese leadership is clearly set to increase the pace of economic cooperation with Astana. Secondly, we can assume that China gives priority to the «Northern route», which passes mainly through Kazakhstan and Russia. In Beijing, these States are considered to be more stable in terms of politics and economy, in contrast to the States on which the «southern route» will pass.

The purpose of the work is to study the interests, goals and tools of China's foreign policy in Central Asia within the framework of the Economic Belt of the Silk Road, as well as to study transport and logistics opportunities for each country in the Central Asian region.

Based on the goal, the objectives of the study are:

- to consider the occurrence of Economic belt of the Silk Road initiative and show the progress of the project
- to identify the effects of Economic belt of the Silk Road and highlight the specific transport and logistics opportunities of Kazakhstan.

To achieve the goals and objectives, a wide range of data sources was used during the writing of the thesis. They can be grouped according to the level of significance as follows:

Methods

To achieve the goal and solve the tasks, it was carried out a comprehensive analysis, based on a combination of a systematic approach, empirical research. During the study the following research methods were used:

1. Study of theoretical provisions of development of projects of the Silk Road economic belt and Nurlı Zhol is carried out through comparative analysis. The theoretical bases of the study were the works of domestic and foreign scientists.

2. The comparative method of analysis helped to identify the features of the content of the transport policy of China and Kazakhstan, aimed at ensuring both national and regional stability in the economy.

3. The comparative approach allowed us to trace the peculiarities of relations between China and Kazakhstan.

4. The historical method of study allowed analyzing different directions of policy implementation in the field of transport logistics of China and Kazakhstan.

Discussion and results

At the turn of the new stage of socio-economic modernization, the priority task for the country in the development of the national transport and communication complex is to ensure its competitiveness in the world market of services and, accordingly, to stimulate the growth of trade flows through the territory of the Republic (Syroezhkin 2016: 30).

The importance of the development of transport and logistics infrastructure of Kazakhstan is evidenced by a number of strategic documents. For example, in May 2012, the President of the Republic of Kazakhstan N. Nazarbayev announced the beginning of a large-scale project «New silk Road». «Kazakhstan should revive its historical role and become the largest business and transit hub of the Central Asian region, a kind of bridge between Europe and Asia...»the Head of state noted (Nazarbayev 2012).

As the ninth largest state in the world and the largest landlocked country, Kazakhstan benefited less than other countries from the growth of transcontinental trade and the subsequent industrial revolution. The political ideology of the Soviet Union and the southern borders also presented few opportunities for trade in the 20th century. However, the rapid revival of the Silk Road and large investments in infrastructure over the next decade herald the revival of Kazakhstan as a trade center in Central Asia. With the annual growth of trade between China and Europe, and a marked upward trend in the cost of more compact and high-tech goods, the trade balance seems to be shifting towards faster, albeit more expensive railways.

In September 2013, President XI Jinping presented China's vision of involving the world in the reconstruction of the historical Silk Road during his speech at Nazarbayev University. This program is also known as «One belt – One road» (OBOR) or «Belt and road Initiative». The goal is to develop closer economic ties, deepen cooperation and expand development points in the Eurasian region. This speech and subsequent statements officially set the stage for the creation of an expanding network of Railways, roads, gas and oil pipelines, ports and cities, as well as for investments in modern infrastructure to recreate the successful ancient Silk Road routes, but in accordance with the strategy of the 21st century. Over the past time, the initiative began to turn not just into a concept, but into a major international project of great economic interest not only for China itself, but also for all countries along the great Silk Road, including the Republic of Kazakhstan (Syroezhkin 2010: 384).

Already in 2013, Kazakhstan and China began to fully promote cooperation in the transport sector, to implement projects that link and connect the highways of the region. The Chinese Side actively supports the implementation of the railway construction project «Astana-Almaty». The Chinese Side also actively supports the implementation of the projects of the international transport corridor «Western Europe-Western China» and the connection of the section of the railway «Jinhe – ining – Khorgos» in China with the section of the railway «Zhetygen-Khorgos» in Kazakhstan

Currently, 90% of trade between China and Europe is carried out by ships, and less than 5% by rail. Further investment of political and financial capital could increase rail trade to 10% by 2025. Kazakhstan intends to win significantly as a geographical center of the land part of the new Silk Road. There are countless opportunities for trade and industry, as local enterprises can benefit from lower costs of exports and imports, as well as from the provision of services to freight forwarders and rail carriers (Shaimukhanova 2016: 307).

By the beginning of 2015, a specific Beijing strategy was being defined, when the Chinese leadership outlined the OBOR plan. Land reforms have been launched in Central Asia – and Kazakhstan plays a key role (Shaimukhanova 2016: 310).

Central Asia is the main objective of the Chinese concept of the Silk Road Economic belt, which includes the modernization and construction of new railway lines, highways, pipelines and other infrastructure elements that contribute to the

development of international and regional trade (Lu Tsei 2015: 27).

As expected, the main cargo traffic on the economic belt of the Silk Road will be carried out from East to West. Western and Central provinces of China will be connected with direct rail links with EU countries via Dostyk station (Kazakhstan) due to the new international transport corridors being created. Delivery of Chinese goods to Europe by rail is on average 2-3 times faster than by sea, which is a competitive advantage for the transportation of goods, especially critical to speed (Kaukenov 2008:4).

The Chinese initiative «silk road Economic belt» and the new economic policy of Kazakhstan «Nurly Zhol», published in the Message of the President of the Republic of Kazakhstan Nursultan Nazarbayev from November 11, 2014, in their content mutually complement each other, as aimed at the development of infrastructure, especially transport and communications (Bayzakova 2016: 76).

The goal is the formation of a single economic market through the integration of macro-regions of the country on the basis of building an effective infrastructure for hub principle to ensure long-term economic growth of Kazakhstan, as well as the implementation of anti-crisis measures to support individual sectors of the economy in the face of deteriorating market conditions in foreign markets.

During the pairing of the EPSP and the «Nurly Zhol» project, cooperation between China and Kazakhstan will be expanded further. In March 2017, the local authorities of Tachen district (XUAR) and the government of Kazakhstan agreed to start the construction of the Tachen–Ayagoz railway (Kazakhstan). The 265 km long railway will cross the Sino-Kazakh border at the Baktu checkpoint and connect in Ayagoz with the railway line from Central Asia to Siberia, and will then connect to the Trans-Siberian railway. Thus, a new international railway route will be formed, which will link Asia and Europe (Malysheva 2010: 153).

In the future, more than half of the Chinese cargo sent to the EU countries will be transported through the territory of Kazakhstan. The quality of logistics services in the Silk Road countries can be improved by outsourcing specialized functions (transportation, forwarding, warehousing, etc.) currently performed by railway companies. According to the estimates of the Russian company Cominfo Logistics Solutions and KIA Center, the potential of the market of logistics services in Kazakhstan is about \$10-11 billion. The construction of modern transport and

logistics infrastructure will enable the integration of Kazakhstan into the global transport and logistics system «Western China – Western Europe», which can be achieved by using multimodal container service (Shaimukhanova 2016: 310).

Kazakhstan is the second country in the transport of goods from China to Western Europe along the Northern and Central corridors of the new Silk Road. Kazakhstan can become a logistics center, where Chinese goods transported to Europe will be distributed between the Northern and Central corridors. The State program of development and integration of the transport system infrastructure of the Republic of Kazakhstan until 2020 has been developed and implemented. The purpose of this program is to increase the volume of transit traffic in 2 times and more effectively integrate into the international transport system. By 2020 the construction of the road «Western Europe – Western China» with a length of 8445 km will also be completed, and 2787 km of roads will pass through the territory of Kazakhstan.

Kazakhstan has made significant investments in strengthening its position as a transit corridor. Including more than \$ 3.5 billion. USA in «Khorghos-Eastern gate», a dry port on the Eastern border with China. COSCO Shipping, one of the world's largest logistics service providers, and Lianyungang Port Holdings Group have recently acquired shares in the project, thus making it transnational, and providing the Kazakh side the opportunity to benefit from the vast experience of partners. Other significant investments include the Shalkar-Beineu railway, the Zhezkazgan-Saxaul railway and the Kuryk port. As a result, increased corridors and capacity will strengthen Kazakhstan's role as a transit region. Samruk-Kazyna estimates that investments in infrastructure will contribute to the economic development of Kazakhstan at the level of 0.1% -0.2% annually over the next decade (Shaimukhanova 2016: 308).

Kazakhstan can benefit significantly from the OBOR by capitalizing on transit revenues and finding new markets for exports. Revenues from the provision of transport services, new export markets and excess cargo capacity along the Europe – China route will benefit local manufacturing industries. In the coming years, KRW and private companies may capitalize on new significant revenue streams due to a 10-fold increase in transit container traffic. When bureaucratic obstacles are removed, container transit trains will be able to pass through the territory of Kazakhstan as quickly and smoothly as possible. Private logistics providers are closely monitoring the

development of OBOR and the increasing capacity of Kazakhstan as a transit corridor. Its Central position in the Asia – EU route makes it an ideal place to create a market for transport services such as rolling stock rental, logistics solutions and freight. Transit operations generate the most revenue per ton per kilometer for KRW. Therefore, it is expected that transit will be a significant source of income for Kazakhstan, and if the services of Railways will be optimized, and the rules will be simplified, there will be a dynamic and profitable industry of internal logistics, as in the last Millennium, when the ancient nomadic traders linked the East and West (Iskalyeyev 2013: 19).

Trade between the EU and China in terms of weight and value increases annually. OBOR will allow faster delivery of better products such as electronics and premium food. Trains of increasing volumes will cross Eurasia, and improved infrastructure will allow them to transport more containers. A new large trade artery will be created on the territory of Kazakhstan. The improved logistics ecosystem will allow Kazakhstani producers of food, machinery, leather goods and any other developing industry to quickly enter foreign markets. China's active trade balance in the EU means that many trains will return from the EU with empty containers. Low container loading on the way back may allow Kazakh producers to reduce their transportation costs by importing products to the EU and for export to China. A new ecosystem of industries can grow on the new Silk Road and benefit the peoples of Central Asia (Sazonov 2017: 400).

The possibilities don't end there. As the demand for freight transport worldwide increases, new players will emerge and Kazakhstan's Central position will further strengthen its position as a transit hub. In particular, it is expected that by 2050, Indian freight traffic will increase almost seven times, expanding opportunities for Kazakhstan. The role of the OBOR as part of global trade will increase, and with it Kazakhstan's ability to benefit (Gupta 2017: 10).

As a result of the project «New silk road», by 2020, transit flows through Kazakhstan from South-East Asia to the West and from Europe to Central Asia will increase by almost 2 times (Van 2014: 95).

There are several basic prerequisites for the development of Kazakhstan's transport and logistics hub. First of all, it is, as noted above, a favorable geographical location. Secondly, this is facilitated by the implementation of the program of development of the Western region of China «Go west» and the

development of China's East West routes, as well as the program «Big jump» (Gubaidullina 2016: 43).

Thirdly, Kazakhstan is a member of the Customs Union and the CCT (common customs territory, unified tariffs). It is also work to improve the service of logistics services and simplify border crossing procedures, automation of control processes in transport. Also, today, active work is being carried out to improve the level of the logistics climate in Kazakhstan. It is important to note the fact that when transporting goods by sea, the income is received by the shipping company, both Chinese and foreign (Bazhenova 2011: 17). When transported from the Western provinces of China to Europe by rail, the cargo is transported only by the national railway administration. As a result, the creation of a single consolidated route is more beneficial for the two bordering countries. Moreover, due to the rapid change of advanced computer equipment and the range of «Fast Fashion» delivery speed is more important. This is offset by sales volume and allows you to save on warehouse costs. Thus, one of the advantages of rail transport over the sea is the delivery time. The developed infrastructure capable of integrating logistics processes into the supply chain management and logistics system is the basis for the successful implementation of the new Silk Road project. In addition, the transport infrastructure of Eastern China (railway communication with sea ports, river communication on the Yangtze river) is heavily overloaded, which leads to an increase in time for the transportation of goods from the Western and Central provinces by sea (Savkovich 2011: 98).

At the present stage, one of the important components of the strategic partnership between Kazakhstan and China is trade and economic relations, where a significant role is played by the transport component, which accounts for more than 75% of trade between Kazakhstan and China.

In the economic zone of the silk road there are many transport and logistics, investment areas with the participation of Kazakhstan, such as land and sea transport corridors, block train «SilkWind (silk Wind)», SEZ «Khorogos-East gate», Kazakhstan-China international center for cross – border cooperation (ICBC), multimodal transportation on the basis of the «RailAir» scheme, Dry port «KTZ – Khorogos Gateway» and others.

The basis of the economic belt of the Silk Road in Kazakhstan was the Eurasian transcontinental corridor, which Nursultan Nazarbayev proposed to create, speaking at the Astana economic forum in May 2015 (Maslova 2017: 40).

The Kazakh side proposes to launch a project to organize a block train «Silk Wind» on the route «Dostyk / Altynkol-Zhezkazgan-Aktau port-Baku-Tbilisi-Kars». According to the scheme proposed by Kazakhstan, it is assumed that cargo containers from China by rail will be delivered to the Kazakh port of Aktau on the Caspian Sea. Then they will be reloaded on cargo sea ferries and sent to the Azerbaijani port – to Baku, and then again by rail to the ports of Georgia, from where the cargo will be delivered by container ships to the ports of Turkey or Ukraine.

In order to increase the transport and transit potential of the land corridors, Kazakhstan and China have created a railway and logistics infrastructure at the border on the basis of the SEZ «Khorgos-Eastern gate» and the Kazakhstan – China international center for cross-border cooperation (ICBC), which allows to provide transportation in the amount of more than 40 million tons. To date, signed contracts with companies Hewlett Packard, DB Schenker, Toyota, FESCO, BRAVIS on the formation of container trains in transit through the station Altynkol and processing on the SEZ «Khorgos – East gate». The international center for cross-border cooperation (ICBC) «Khorgos» is a unique Kazakh-Chinese project. The main goal of the ICBC «Khorgos» is the development of cross-border, trade and economic cooperation and international tourism on the Silk Road. Creation of ICBC «Khorgos» opens up additional opportunities for expansion of international trade and development of the tourism industry with the formation of the territory of visa-free visit of citizens of Kazakhstan and China, the conclusion of trade transactions, which is of great interest to representatives of business circles, tourists from near and far abroad. The ICBC «Khorgos» has already started implementation of 5 investment projects on the formation of export-import trade operations, as well as contract logistics. Another 10 projects are under consideration. The total investment of projects in the first stage is \$ 300 million (Suhadolskaya 2015: 25).

One of the promising logistics solutions for partners is multimodal transportation based on the «RailAir» scheme in Kazakhstan. This scheme provides transportation of container trains by rail from China to Kazakhstan with further air transportation from Kazakhstan to Europe. In 2015, put into operation a Dry port «KTZ – KhorgosGateway» in collaboration with the world's largest logistics operator DubaiPortWorld». The dry port is the first land port in Kazakhstan, as well as the largest logistics Park in Central Asia. Dry port

«KTZ-KhorgosGateway» operates for six months and has already processed more than 20 thousand TEU, actively processed packaged products. Transportation of road transport from the EU to China and from China to the markets of the Eurasian continent is organized. In order not to miss all the opportunities and benefits that will be provided by the economic belt of the silk road for our country, it is necessary to discuss with the main regional partners – China, Russia, Iran and other countries a new strategy for joint development. This strategy could include the following priorities:

- Creation of transport and logistics strategy of the Eurasian economic Union (EAEU) and the Shanghai cooperation organization (SCO) – a common position of the participating countries;

- Development of a long-term «Transport and logistics map of the silk road of the XXI century», including existing and planned projects of cooperation and investment in transport and logistics, infrastructure development in General (Frolova 2016: 57);

- Preparation of the joint strategic document «Energy belt of the silk road», which determines the long-term priorities of international cooperation in the field of energy trade, taking into account the objective transformations of this market (Denisov 2015: 76) ;

- Development of a strategic document on the development of the agro-cluster of the Silk Road countries «agro-industrial complex: Siberia-North Kazakhstan-Western China», which will give a powerful impetus to the development of this sector of the economy, especially the agro-cluster of Kazakhstan;

- Development of the project of international cooperation on the Irtysh river «Common Irtysh», which is shared and actively used by three countries (China, Kazakhstan and Russia), based on the principle of «common river», by analogy with the Mekong initiative, including the involvement of a package investor. This measure will remove the acute problems of Transboundary Rivers (Pogodin 2017: 139);

- Development of a list of measures for the participation of foreign enterprises in the development of the special economic zone, the cluster «Alatau» – growth belt, which is concentrated around Almaty and covers three countries (Kazakhstan, Kyrgyzstan and China);

- Creation of a joint transport and logistics company (here in after – as JTLC). An important element of the implementation of JTLC is the creation of a common market for transport services,

a single transport system and the implementation of the transit potential of the EAEU member States. It is necessary to provide a guaranteed offer of high-quality through transport and logistics services on the principle of «one window» in respect of containerized goods, the functioning and development of key transit corridors passing through the EAEU countries, to modernize and ensure the development of key transport assets of the EAEU countries (Mikhalev 2016: 94) ;

– To increase the scale of cargo and passenger transportation between Europe and Asia over the shortest distance through the territory of Kazakhstan with the least cost and time, it is necessary to form a unified national network of main routes, including Railways and roads, seaports and airports. This transport infrastructure must meet the high requirements of international standards;

– In order to maximize the transit potential of Kazakhstan, it is important to optimize the work of border crossing points operating at railway and road crossings, to develop trade and economic relations with partner countries, taking into account the protection of national interests and international transport corridors, ensuring uninterrupted transcontinental transit of goods and passengers. Moreover, Kazakhstan has a favorable position for the transit of Chinese goods to Europe. In the future, more than half of the Chinese cargo sent to the EU countries will be transported through the territory of Kazakhstan (Li Sin 2016: 100).

According to the Chairman of the Institute of economic research Maksat Mukhanov, the potential volume of China's trade with the countries on the New silk road may be up to 2.5 trillion tenge. He also stressed that a large number of new enterprises can be formed around Kazakhstan's transport and infrastructure projects, which will lead to the accompanying growth of the manufacturing industry and the economy as a whole.

History has repeatedly shown that geography is important to use profitably. Today it is becoming increasingly clear that Kazakhstan needs to make more active use of its location in the center of the continent, especially against the backdrop of the expanding global economic cooperation.

One of the most important steps to implement the policy of the Leader of Kazakhstan was the creation of a joint Kazakh-Chinese railway terminal in the port of Lianyungang in China with access to the Pacific Ocean, that is, to the promising markets of the Asia-Pacific region and South-East Asia.

It is known that the sea port of Lianyungang is among the 20 largest logistics hubs in the world and

10 largest ports of China with a total transshipment volume of about 210 million tons. Jiangsu province, to which it belongs, is an economically developed region with a population of 74 million people and a GDP of more than \$ 100 billion (Aristova 2016:170).

Our own terminal in the port of Lianyungang gives our country a unique opportunity to engage in processing and transshipment of transit cargo, which will affect not only the economic stability of the state, but also the international image of Kazakhstan, and will be positively perceived by foreign investors.

Access to the Yellow sea in the near future will allow Kazakhstan to trade directly with the major economic powers of the world: Japan, Australia, the United States, Canada and Southeast Asia (Korsun 2013: 6).

Having its own terminal in such a promising port will allow Kazakhstan not only to break out of geographical isolation, but also to fully take advantage of its historical advantages.

The Silk Road through Central Asia will once again bring the remote regions of our continent closer by land. For example, the benefits of the terminal in the port of Lianyungang also lie in the fact that in the future it can be tied to transport hubs connecting East Asia and the above-mentioned countries of South-West Asia.

Thus, Kazakhstan's goods in the future will be able to get to the promising markets of rapidly developing economies and, conversely, to accept cheap and quality products on their own. Thus, the combination of land opportunities of Kazakhstan and Central Asia and China's sea communications will provide not only the stability of regional trade flows (Nurseitov 2015: 4).

In order to maximize the benefits from the OBOR, it is advisable for Kazakhstan to use new sources of economic growth and efficiency. Currently, the level of digitalization in Kazakhstan is «conditional», while Russia and China have made significant progress over the past decade. New reforms and best practices will help to reduce the gap between Kazakhstan and its OBOR partners in terms of economic efficiency, transparency and access to public services.

The Obor offers Kazakhstan the opportunity to become a key region linking global trade once again. When Zhang Qian, a Chinese official of the Han dynasty who founded the ancient silk road, first set out on a journey to the West, he was greeted by Central Asian residents with attractive goods and silver suitable for trade. For fifteen centuries, this trade artery grew until Vasco da Gama discovered

a trade route with the East around Africa. Modern market and geopolitical trends promise to revive the ancient arteries (Shaibergenov 2016: 123).

This is the biggest opportunity for growth, which fell to Kazakhstan after independence. The largest stakeholders in the country are national companies, which need to be ready to support the huge volumes of transit through the country in the coming years. They should understand the importance of the new Silk Road and give it the attention it deserves. This means that significant changes are needed in the near future (Kuramysova 2014: 1).

Despite the fact that by the beginning of the 1990s Xinjiang already existed a developed system of checkpoints and various «economic zones», it was during this period that the XUAR became the main link of «openness in the West», later becoming part of a larger strategy of openness in the West, adopted in 1999, began the formation of free trade zones in the form of «technical and economic open areas» and «border areas of economic cooperation», which were supposed to perform functions including the provision of export-import operations. (Savkovich 2011: 104) After the checkpoint «Alashankou» (1990), in 1992 it was opened checkpoint «Bakhty» and «Simony» («Jimunai»), in 1992 – «Dulat» («Durata»), «Akhtuba» («Fatabase») and «Mocarta (muju-erci)» (on the border of kazakhstanom). Also in 1992, the governments of China and Kazakhstan signed an agreement on the opening of the checkpoint «Maikapchigai» TIV China attached great importance to the development of the project both at the bilateral level (with the Republic of Kazakhstan), still at the multilateral level. Thus, in 1992, agreements were signed with Kazakhstan on the opening of border crossing points, the construction of Railways and roads, as well as air communication between countries.

The most important documents signed during this period were the «Agreement on the opening of checkpoints across the state border», as well as the «Agreement on international road communication». «The Protocol on negotiations on cooperation in the field of railway transport» provided for the organization from June 1, 1994 to organize a free pass through the railway crossing «Dostyk (Friendship) – Alashankou» of all goods of Kazakhstan to all areas of China and back, from all areas of China, other countries to Kazakhstan, Central Asia and other States, which actually meant the opening of the move to third countries. This became possible due to the implementation of the joint «Program of development and use of international highways» (Shaltykov 2016: 17).

To accelerate the development of international rail freight, including the development of container transport in the fields of «China-Kazakhstan-Central Asia», «China-Kazakhstan-Europe», «China-Kazakhstan-the countries of the Persian Gulf,» effective way to take action to reduce logistics costs, improve the efficiency of handling containers and replacement of rails on the railway, creating favorable conditions for transportation of goods from China in transit through Kazakhstan; to stimulate until 2025 the reorientation of cargo flows from sea to rail in ensuring trade flows between Asia and Europe, through the territory of Kazakhstan with the use of competitive logistics mechanisms are one of the priorities of the next five years (Mordvinova 2016: 2).

Conclusion

Integration is the only true way of socio – economic and political development, and regional integration is the real key to the entry of countries into global economic relations. China's initiative is designed for the long term. According to some estimates, its implementation will take about 30 years. In the future, it is planned to create seven «belts»: transport, energy, trade, information, scientific and technical, agricultural, tourist. The result could indeed be a large-scale free trade zone from the North-Western provinces of China, Central Asia, to Central and Eastern Europe. About three billion people live on the project's way. In this case, we are talking about the mega-market, and, of course, about the mega-potential. These plans should be necessarily supplemented by meridional transport and gas pipelines connecting Siberia with the Central and Western regions of China, Central and South Asia with the South-East part of Asia.

In conclusion, it should be noted that Kazakhstan was not accidentally chosen for the publication of the concept of the Economic belt of the Silk Road. The Chinese leadership considers Kazakhstan as the main and promising trade and economic partner in Central Asia. Moreover, Kazakhstan has the largest economy in the region and accumulates more than 70% of China's trade with Central Asian countries.

The practical implementation of the Chinese initiative and Eurasian integration can lead to the formation of a new architecture of the world economy in Eurasia, where the main link is Central Asia.

It is important for Kazakhstan, as well as other Central Asian countries, to participate in the implementation of integration projects, to effectively

use new opportunities and benefits of regional cooperation, while minimizing risks and threats.

In the long term, this can be the key to creating new clusters of the economy and, ultimately, lead to the growth of other sectors of the economy, including industry. For the entire Central Asian region as a major project potentially involves diversification of the sources of public income, creation of additional workplaces and improvement of the General economic situation. Nevertheless, with all the advantages of this project, it is necessary to ensure the transition from a unilateral focus of economic cooperation with China to the format of equal partnership.

Central Asia should become a region and an example of cooperation, not competition, where

economic considerations and innovative approaches, rather than political conditions and attitudes, should be taken into account.

Thus, PSHP is, of course, a continuation of the «historical» spirit of the ancient silk road and a grandiose initiative 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, I remember the Kazakh proverb, which is consonant with the Chinese: «the Road will be overcome by the one who, though slowly, but goes.» Therefore, it is necessary to conduct business slowly, consistently and step by step, on the principle of «starting with easy issues and gradually moving to more difficult», step by step going to mutually beneficial economic cooperation.

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