

ҚАЗАҚСТАН - ҚЫТАЙ ЖАҢА ЖІБЕК ЖОЛЫ ЭКОНОМИКАЛЫҚ БЕЛДЕУІН ЖАҢҒЫРТУДАҒЫ ЫНТЫМАҚТАСТЫҒЫНЫҢ ПЕРСПЕКТИВАСЫ

Ж.Қ. Идрышева

Әл-Фараби атындағы Қазақ Ұлттық Университеті Алматы,
Қазақстан

idryshevaz@mail.ru

Қытай Қазақстанның ең ірі сыртқы сауда серіктесі. ҚР-ҚХР қатынастары жоғары және ең жоғары деңгейдегі саяси диалогтың арқасында белсенді түрде тереңдеуде. Қытаймен жан-жақты стратегиялық әріптестікті дамыту – Қазақстанның сыртқы саясатының негізгі басымдықтарының бірі болып табылады. Қазақстан мен Қытай арасындағы қатынастардың жаңа кезеңі екіжақты әрекеттесудің барлық салаларындағы жаңа жобалармен толыға түсуінде. Бұған ҚР Президенті Н.Назарбаевтың «Нұрлы жол» Жаңа экономикалық саясаты бастамасын және ҚХР төрағасы Си Цзиньпиннің – «Жібек жолының экономикалық белдеуі» және «XXI ғасырдағы Теңіз Жібек жолы» атты екі стратегиялық жобасын қамтитын «Бір белдеу, бір жол» бастамасын іске асыру да өз септігін тигізеді. Транспорт пен логистика Жібек жолы экономикалық белдеуінің негізгі құрамдас бөлігі болмақ. «Нұрлы жол» – көліктік инфрақұрылым мен қайта индустриализациялау сияқты нақты міндеттердің жүзеге асырылуын қамтитын ұлттық бағдарлама.

Қазақстан үшін Жібек жолы бағыттарын қайта жаңғырту республиканың тиімді геосаяси орналасуын ескере отырып, ең алдымен республиканың транзиттік әлеуетін ашу болса, көлік дәлізінің шығыс жартысын құруға бастамашы болған ҚХР үшін «Жібек жолының экономикалық белдеуі» жобасы бұл маңызды дипломатиялық қадам. Бағдарламаны жүзеге асыру Қазақстанға өз табысының көздерін елеулі әртараптандыруға және мұнайдың әлемдік бағаларының толқуына тәуелділікті төмендетуге, ал Қытайға өз тауарларын Қазақстан, Ресей және Еуропаға тасымалдауды жолға қоюға мүмкіндік береді.

Түйін сөздер: Қазақстан Республикасы, Қытай, «Нұрлы жол», «Жібек жолының экономикалық белдеуі», «Бір белдеу, бір жол», ынтымақтастық

The diplomatic relations between two states were established on January 22. The Treaty between the People's Republic of China and the Republic of Kazakhstan on Good Neighborly Friendship and Cooperation was signed on October 23, 2002. This is considered to be the most important document that defines further relations between the neighboring countries.

Kazakhstan is the largest in Central Asia and the second among Eastern Europe and the CIS (after Russia) trading partner of China. Kazakhstan is located in the heart of Eurasia, therefore connects markets of China, Russia and the CIS, and supplies the EU, Central Asia and Persian Gulf with transport

The relations between Kazakhstan and China are rooted back in ancient times. Nowadays these relations are rapidly developing in all spheres. During the last 23 years we have determined exemplary interstate relations in the region, developing in good neighborly and mutual understanding conditions. The relations between Kazakhstan and the PRC are dynamically developing through the high and highest ranking political dialogue. Frequency of mutual visits of the heads of states and meetings within the framework of multilateral arrangements prove the formation of stable dialogue and solving problems of bilateral and multilateral relations.

In the last few years China has been the largest foreign trading partner of Kazakhstan. Development of multilateral strategic cooperation with China is one of the main priorities of Kazakhstan foreign policy [1].

The new stage of the Kazakhstan-China relations is enriched with new achievements in all spheres of bilateral cooperation. The President of Kazakhstan Nursultan Nazarbayev's initiative of the new economic policy "Nurly Zhol" (Bright Future) and the President of the PRC Xi Jinping's "One Belt, One Road" strategy within the framework of "the Silk Road Economic Belt" and "the Maritime Silk Road" strategic projects have the leading role in the development of these arrangements.

The project of renewal of the Silk Road as a perspective transit route is of sufficient deal of interest to caravan routes dated back two thousand years. Basing on sources, the Silk Road had several directions, but the "Northern direction" was considered to be as the most prominent one. The

Road took its start from the ancient Chinese capital Chang'an, through Lanzhou to Dunhuang, then separates into two directions. The Northern route started from Jiayuguan pass going north of the Tian Shan mountains through Hotan, Turpan, San-Tash, Suyab (nowadays Shabzi village in Kyrgyzstan), Kulan (Lugovaya station), UshBulak, Taraz, Isfijab (Shymkent, Kazakhstan), Shash (Tashkent, Uzbekistan), Zamin, Samarkand, Bukhar, Amul (Chardzhou, Turkmenistan) Merv (Mary, Turkmenistan), and Gherat. Then the route passed through Hecatompylos (Parthian capital), Ecbatana and Hierapolis reaching the Mediterranean Sea.

In that time goods and technologies were spread through the caravan routes. The most important ones were silk, stained glass, paper, medicaments and constructing guns. However, despite high development of trade relations of China with other countries, the Silk Road became extinct in the end of the XVI century. In those times Central Asian wars occurred, the Mongol Empire and Altyn Orda collapsed.

The renewal of the historical route started to be deliberated in the end of the XX century when technology and transport that allow the implementation of transcontinental transportations maintaining the efficiency of the most difficult weather conditions emerged.

At the beginning of the 1990s it was discussed the creation of a Trans-Eurasian highway project that passes through some areas of China, Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Iran, Turkey and the territory of Georgia repeating the route of the Great Silk Road. As a result, the conference of the ministers of trade and transport in Brussels on May 3, 1993 signed the Declaration on the Establishment of the direction TRACECA - Transport Corridor Europe - Caucasus - Asia.

Along with the development of transit corridors in Central Asia, linking China with the western border of the ports in the east of the country will create a modern transport network. The first Trans Chinese highway was opened on August 8, 2004 from the port of Lianyungang in the Yellow Sea coast to the "Khorgos" checkpoint at the Kazakhstan-China border. The road with a length of 4393 km has been built since 1990. Technical description of the road allows keeping an average speed of 120 km per hour; the highway cut the road from the eastern border to the western border of China, from 15 days to 50 hours, in other words more than 7.5 times.

Creation of separate transport corridors formed in 2012 as a revival of the

Silk Road route. During the 25th session of the Foreign Investors Council, the President of the Republic of Kazakhstan Nursultan Nazarbayev announced the start of the project named "New Silk Road".

For the first time ever the chairman of the People's Republic of China Xi Jinping during his official visit to Kazakhstan in September, 2013, presented in Nazarbayev University the initiative on creating the "economic zone of the Silk Road" with Central Asian countries that connects Europe and Central Asia. In October of this year the Chairman of the Peoples Republic of China during his trip to Indonesia, approached the initiative of "the Marine Silk Road of the XXI century" for the expansion of cooperation between China and West, South and South-East Asia, as well as with the countries of East Africa and Europe. Currently China implements its two largest economic projects: the "Silk Road economic belt" on land and the "XXI century Marine Silk Road" in the sea [2].

On November 11, 2014, the address of the President of the Republic of Kazakhstan Nursultan Nazarbayev to the people of Kazakhstan named "the Light Way to the Future" was published [3].

The new economic policy "Light Way" is the future reconstruction of the country at the expense of large-scale infrastructure investments on a regular basis. Transport, industrial, energy, housing and communal services and the development of social infrastructure, as well as support to small and medium-sized businesses build a strong middle class and the backbone of the country, strengthening the unshakable foundation for the future.

The construction of roads linking regions and villages close to cities will be possible to significantly increase the transit potential of the country. The available trade the market becomes activated for small and medium-sized businesses, as well as for citizens. The implementation of the "Light Way" is additional thousands of jobs, new industries, business growth and improvement the people's welfare.

The implementation of the new economic policy "Light Way" will be financed by the National Fund of the collected finances. To implement the "Light Way" it has been allocated about \$15 billion. However, it is already clear that such a huge project needs more funds. The financing of this project has already interested the Asian Development Bank, the European Bank for Reconstruction and Development, the World Bank and the Islamic Bank, strengthening the development relations of cooperation and investment. The concept

of the Silk Road is well financed. Various financial mechanisms are being established for financing the concept of the "One belt, one road", including the authorized capital of \$100 in investments of infrastructure of the Asian Bank (AIIB), the statutory reserve fund of \$ 40 billion of the Silk Road.

In the international conference held in Urumqi, China, in June last year it was discussed the five principles of the establishment of the economic belt of the Silk Road. More than 100 specialists from 23 countries around the world from countries such Kazakhstan, China, Russia, Kyrgyzstan, Afghanistan, Turkey and the United States exchanged their views, and have presented the plan for the implementation of the strategic concept of the establishment of the Silk Road economic belt. The concept consists of 5 principles: political relations, route relations, free market, cycle of money and cooperation between the nations. It is important to create "commonality of interests and the fate" of all the countries in the economic belt for the implementation of the project of cooperation. Experts and scholars attended the conference to discuss the above-mentioned five principles, and expressed their constructive views on the issue of the formation of joint economic belt of the Silk Road on the basis of mutual benefit and common interests [4].

"The revival of the ancient Silk Road leads to the economic and social development, as a basis for political stability, and eventually contribute to the progressive development and peaceful coexistence of the countries located along this road", said the President of the Republic of Kazakhstan Nursultan Nazarbayev at a meeting of the Board of Governors of the Asian Development Bank [5].

As a supporter of this idea, the chairman of the People's Republic of China Xi Jinping expressed his opinion. The Head of the State jointly proposed the establishment of an economic corridor along the Great Silk Road. China and Kazakhstan started to make the first steps.

The transit of new container trains from China through Kazakhstan in the direction of Europe will contribute to the development of foreign trade relations between the two countries as well as Chinese companies will release their products in the markets of Europe and the CIS with the advantages of speed and reliability.

This year the Kazakhstani - Chinese logistics terminal located in the sea port Lianyungang (Jiangsu region) started to function. Through the terminal it will be able to export Kazakhstani goods to Japan, South Korea, and the

countries of the Asia-Pacific region. In addition, a joint venture will provide international multimodal transportation, loading and unloading goods operations, advisory and freight forwarding services.

At the same time, the international transport corridor "Western Europe - Eastern China" is in the process of construction completion. This transport work will cut the timing of delivery of cargo from China to Europe by sea 3.5 times. This project will create new jobs and provide transit cargo and services [6].

The advantage of the project "New Silk Road" is based on the implementation of the "5S principles - speed, service, cost, safety and quality".

Many local experts evaluate that within the framework of the national "100 steps" the creation of the New Silk Road and further implementation large-scale infrastructure projects will provide access to the international markets as well as become a powerful tool for attracting investments to the

China's strategic initiative on the creation of the New Silk Road transport corridor will lead to access to world markets for Kazakhstani products and to economic success.

The idea of the Chairman of the Peoples' Republic of China on the creation of the "economic belt of the Silk Road" will be the most successful for Kazakhstan, because we have invested a lot in infrastructure projects. Our main goal is to become the largest business and transit hub of the Central Asian region and a bridge between Europe and Asia. In any versions of the transport corridors through the Central Asian region Kazakhstan will be the main center of transit and logistics processes, and it is a great opportunity to gain economic results. For Kazakhstan it is important to have access to global

taking into account the potential sub-continental corridor, Kazakhstan has set a goal to double the volume of transit between the East and the West till 2020. The rapid development of China's central and western provinces of Xinjiang contributes to the achievement of this objective.

According to the United Nations Conference on Trade and Development statistics, in the key markets of the Eurasian continent the trade volume is expected to increase till 2020 in 1.5 times from 800 billion US dollars in 2014 to 1.2 trillion. The trade turnover between China and the countries of the

European Union is expected to increase from 615 billion to 800 billion US dollars in 2020, between China and India from 66 billion to 92 billion dollars. At the same time, intercontinental transportation between Asia and Europe is dominated by sea transport, which accounts for more than 98% owned. Therefore, according to experts, it is a great opportunity for Kazakhstan transition to the sub-continental corridors [8].

China in the past few years has been one of the main foreign investors of Kazakhstan. Only in the last two years, the parties have signed a number of bilateral documents on the implementation of investment projects of a total worth of \$ 73.5 billion. According to our statistics, till December 31, 2014, 18.65 billion US dollars of Chinese investments have been infused into the economy of Kazakhstan; including direct investments amounted to \$ 4.08 billion. At the same time, the volume of Kazakhstani investments in China totaled \$ 3.06 billion, including direct investment which reached \$ 188.7 million [9].

The "Light Way" program and the idea of creating an international financial center in Astana, as well as creation the "Silk Road economic belt" with the People's Republic of China will give a new impetus to the infusion of foreign investments.

If the opening of transit potential is the main priority for Kazakhstan in the revival of the Silk Road routes taking into account the favorable geopolitical location of the country, initiating the creation of a transport corridor in the eastern part of China's "Silk Road economic belt" project is an important diplomatic step.

In one of the interviews of the director of the Center for Russian and Central Asian Studies of Fudan University in Shanghai, Zhao Xuajan it was mentioned "the Silk Road economic belt" project is aimed to build complex relationships in economic, political and humanitarian spheres between the countries of the region than being just economic advantages. "The development of economic cooperation in the region is firstly the keynote of the policy of relations of China with other countries in the region, especially with all the neighboring countries". He put an emphasis on not excluding the economic revival of the Silk Road Project, the development of the western provinces of the People's Republic of China, as well as expanding cooperation with Central Asia and beyond [10].

Current and future projects will strengthen the cooperation between

Kazakhstan and China. The "Light Way" is the national program that implements specific tasks, such as transport infrastructure and industrialization. And that brings new businesses and new jobs. So, tactically, our program and Chinese initiative are similar in many respects. Kazakhstan is a transit country by its location. All directions within the framework of the SREB (Silk Road Economic Belt) pass through our territory. First of all, the interests of China are to be used for the development of the Kazakhstani transport and logistics infrastructure; secondly, money for the transit corridor; third, new jobs; fourth, expanding areas of cooperation with China. By dint of the SREB not only in the field of road construction can be increased, but also the co-operation in the industrial sector of economy.

Economic cooperation between Kazakhstan and China has been growing every year. The development of the Silk Road will help to solve the problems such as joint food safety issues between Kazakhstan and China, as well as other mutual issues of mutual relations in the border regions of Kazakhstan and

In the issue of cooperation between the Silk Road projects and the Eurasian Economic Union there is active search in the common implementation of two projects.

Kazakhstan has a great transit potential. Transport and logistics are the key component of the Silk Road economic belt. In fact, the concepts of the Silk Road economic belt and the ideas within the program of the «Light Way» are the perfect combination between. China's goal is to become a global trade power, while the declared main goal of Kazakhstan is the development of transport infrastructure and logistics. This project may solve this problem.

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Zhocho is a researcher at the Strategic Studies Institute of Russia, Eastern Europe

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