

South, that demonstrates the continuance of hydraulic mission, and the upward trend in the EKC figure, where economy moves through points A-B-D points, are similar and indicate growth of environmental degradation.

In this study, an endeavour was made to stretch the analogy between the industrial-reflexive modernity shift and the EKC hypothesis. This analogy can be utilized to investigate the presence of reflexive modernity in various economies and regions. However, the EKC should be considered as only one of the dimensions of reflexive modernity that incorporates economic policy. To study reflexive modernity more extensive research should be conducted.

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M.A. Nurpeissova¹, A.A. Gassanova²

¹Suleyman Demirel University
Almaty, Kazakhstan

RENEWAL AND NEW PERSPECTIVES OF SILK ROUTES ECONOMIC ZONE

Abstract. The building of the Silk Road economic belt is an exciting prospect that may bring immense economic benefits to Eurasian countries. However, the build a new and sustainable Silk Road economic belt, advancing scientific research, reinforcing international collaboration. People today seem to have not fully appreciated the role of the Silk Roads in terms of the benefits it has brought to the modern economic conditions. Moreover, they have realized the benefits that it could bring if it was to be revived today. In 2013,

The Chinese Government proposed an ambitious economic plan called as “One Belt One Road” initiative which among other objectives, intends to promote infrastructural development and connectivity, and stimulate economic integration across the Eurasian continent. Also, key branches of this project are passing through the Kazakhstan, which connecting China with global markets in the West. The transit corridor of Kazakhstan is very important, in addition, the role of Kazakhstan as a key partner of China in the investment goal. It is important for the Eurasian Economic Union in terms of participation in this project.

Key words: «One road-one belt; western Europe-western China, modernization of road

Аңдатпа. Ұлы Жібек жолының дамуы ұзақ мерзімді перспектива болып табылады. Осы жоба Евразия континентіндегі елдерге үлкен экономикалық пайда әкелуі тиіс. Алайда, Ұлы Жібек жолы жобасы ғылыми зерттеулерді жылжыту және халықаралық ынтымақтастықты нығайту үшін көмегін тигізеді. Қазіргі таңда, елімізде Ұлы Жібек Жолының рөлі толық бағаланды. 2013 жылы Қытай Үкіметі ұсынған ауқымды экономикалық жоба «Бір жол-бір белбеу» даму үстінде, сонымен қатар Евразия құрлығындағы экономикалық жағдайды дамытуға үлесін тигізді. Қазақстанның транзиттік рөлі өте маңызды болып табылады. Еліміздің негізгі әріптесі Қытай мемлекеті осы жобаны инвестициялық сала тұрғысында қарастырып, Евразиялық Экономикалық Одақ елдері экономиканың өзара тиімді дамуына мүмкіндік береді.

Кілт сөздер: «Бір жол - бір белбеу», батыс-Еуропа-батыс-Қытай, жолдардың жаңғыруы.

Аннотация. Развитие Великого Шелкового пути является долгосрочной перспективой, которая может принести огромные экономические выгоды странам Евразийского континента. Однако, создание нового и устойчивого экономического пояса «Шелковый путь», представляет продвижение научных исследований, укрепление международного сотрудничества. На сегодняшний день, люди в полной мере оценили роль Великого Шелкового Пути в плане развития экономики. В 2013 году Китайское Правительство предложило амбициозный экономический проект «Один пояс - одна дорога», которая содействует развитию инфраструктуры и стимулирует экономическую интеграцию на Евразийском континенте. Через Казахстан проходят ключевые ветки этого проекта, которые соединяют Китай с рынками на Западе. И транзитная роль Казахстана здесь очень важна, кроме того, роль Казахстана как ключевого партнера Китая в инвестиционной сфере очень важна и для Евразийского Экономического Союза с точки зрения участия в этом проекте.

Ключевые слова: «Один пояс - одна дорога, западная Европа - западный Китай, модернизация дорог.

Introduction

In ancient Eurasian countries, in ancient period; people from one country, or dynasty, used to trade goods with other through the use of different trade routes which now is famously referred to as Silk routes. This trades and routes not only helped to enhance ancient economy and in turn enhance the quality of living among people but also succeeded in exchanging social norms, values and culture from one society to another. Hence, it has played a great role in shaping up what we have today as modern civilization. People today seem to have not fully appreciated the role of the Silk Roads in terms of the benefits it has brought to the modern economic conditions. Moreover, they have not realized the benefits that it could bring if it was to be revived today.

In 2013, The Chinese Government proposed an ambitious economic plan called as “One Belt One Road” initiative which among other objectives, intends to promote infrastructural development and connectivity, and stimulate economic integration across the Eurasian continent. The initiative includes “Silk Road Economic Belt” and «21st Century Maritime Silk Road» which are expected to feature prominently in China’s 13th Five-Year Plan, which will run from 2016 to 2020 and guide national investment strategy throughout that period. The details released so far by China’s official media outlets show the «Belt» as a planned network of overland road and rail routes, oil and natural gas pipelines, and other infrastructure projects that will stretch from Xi’an in central China, through Central Asia, and ultimately reach as far as Moscow, Rotterdam, and Venice. Perhaps awkwardly named, the “Road” is its maritime equivalent: a network of planned port and other coastal infrastructure projects that dot the map from South and Southeast Asia to East Africa and the northern Mediterranean Sea. The new Belt and Road plan, jointly released by the NDRC and the Ministries of Foreign Affairs and Commerce, highlights that the scope of the initiative will extend well beyond infrastructure construction.. The concept was formally adopted by the Third Plenary Session of the 18th Central Committee of the Communist Party of China (CPC) in November 2013. In March 2015 the Minister of Foreign Affairs of China declared that country’s key focus in 2015 is an all-round progress in the "Belt and Road" initiative that is aimed at catalyzing the revitalization of the Eurasian continent as a whole. It was the State News Agency Xinhua that has provided some more details on the parameters of the idea, including a map of the Silk Road Economic Belt and 21st Century Maritime Silk Road [1].

The first section of this essay is meant to describe what the Silk Road essentially is, and set to answer the questions regarding the beginning of the routes, its cultural context and affects it had on the ancient societies economically and geo-politically. It is also meant to act as a background guide

to understand how trades and economies were being handled which then helps to place it in the context of modern economic conditions of Silk roads. The second section delves into the condition of modern silk roads; the initiatives taken by Chinese Government to revive silk routes and open up economic corridors. Furthermore, it describes the economical implication of the initiatives, geopolitical situations and its consequences on the world economics and politics. It also talks upon the comparisons of modern silk routes to the ancient one

The third and concluding section turns its sights on the effect the modern Silk Road has on the Central Asia; especially Kazakhstan. It serves to debate as to whether the modern silk routes would bring prosperity to the economic condition of the country similar to that of the effects of Ancient Silk Road had on the then civilizations. Based on this, an analysis is provided of whether or not the revival of the Silk Routes could possibly bring positivity to the Central Asian economy. The work is a result of heavy research and analysis on secondary sources such as novels, articles, analysis and essays regarding Silk routes. This research work serves to answer what current initiatives of revival Silk Road would mean to the world economy and political situation today.

Discussions

Globalization, in its earliest phases, started right from the first movement of people out of Africa into other parts of the world. This historical process gradually picked up speed in later period with the emergence and growth of trade and supply routes in different parts of the world and in different periods. The commercial network of trails and roads, rivers and sea routes, has grown larger and more intricate since time unknown playing a crucial role the emergence of today's world, the world of global trade.

In the history of 'ancient globalization' the growing integration of economies and societies around the world of antiquity, the most important trade route was the Silk Road, a transcontinental trade route that linked Europe and Asia thousands of years ago and long before the advent of the Global Economy of our era an incredibly extensive trade network that extended from China through Java, India, Persia, Egypt, Somalia, Arabia till it reached Southern Europe.

The Silk Road extended 8000 km, connected 3 continents, and it bustled with activity for more than 1000 years. But the significance of this trade route in the history of human civilization is much more than these facts signify. The Silk Road bridged almost all the major civilizations in the world of its age and played a catalyst role in the development of some of the greatest civilizations of the ancient world. Egypt, China, India, Persia, Arabia, Byzantium and Rome civilizations which helped to lay the foundations for the modern world in several respect. The Silk Road created a 'global marketplace' for the first time in human history a marketplace that successfully spread different cultural ideas, beliefs, and lifestyles across East and West, North and

South to 'globalize' the world. Besides serving as the conduit or goods, the Silk Road was a super highway of its age for the transmission of cultures, knowledge and ideas [2].

In 2013 during visits to Kazakhstan and Indonesia, respectively President Xi of China unveiled an initiative called “Belt and Road” hoping to revitalize the ancient Silk Road by developing a «21st century Maritime Silk Road» and «an overland Silk Road Economic Belt» that would connect Central China with Eurasia and East Africa via opening of different economic corridors, railroads, highway and sea ports. The President describes his vision as «Chinese Dream», which is «to develop both hard and soft connectivity between Eurasia and African nations through increased investment in trans-national transportation infrastructure and regional political cooperation» [3].

This is said to be achieved by promoting more trade and cross-border investment among China and her neighbors, China hopes to achieve «win-win» cooperation by generating better economic growth in the region. One Belt, One Road will be a sweeping initiative that covers most of the world. The discourse surrounding One Belt, One Road has predominately focused on the economic strategies and business opportunities associated with it. Officials and academics both Western and Chinese alike find convergence on a variety of Chinese strategic interests underlying OBOR, which include helping to fill Asia’s \$800 billion USD infrastructure gap, internationalizing the Renminbi, and relieving China’s problem of industrial overcapacity. Hence, it seems that this is more a symbolic portrayal than a factual interpretation. Ongoing and planned projects will focus on the development of a wide array of assets, including ports, roads, railways, airports, power plants, oil and gas pipelines and refineries, and Free Trade Zones, etc., as well as a supporting IT, telecom and financial infrastructure. According to financial auditing till date, the equivalent amount of around US \$250 billion has been tracked in projects that have either been built already, recently started construction or have been agreed on and signed in relation to BnR. Some of the core elements of the BnR initiative; which to be specific is to focus on infrastructure investments in underdeveloped Western China and Central Asia, are far from new and long predate the public announcements in 2013 [4].

However, the Belt and Road initiatives is a bundle of all ongoing and planned efforts – such as the China-Pakistan Economic Corridor (CPEC) and the Bangladesh-China-India-Myanmar Corridor (BCIM) – under one unifying framework. The overwhelming parts B&R initiative is motivated by and dependent upon both long-term political and economical factors. The idea of ‘connectivity’ along two main routes, and the investments that will go into it, is intended to be an effective and integrated way to stimulate trade and exports with China’s neighbors, increase export demand for Chinese capacity (e.g. construction and engineering capacity), help internationalize the Chinese

currency Rimini and create goodwill amongst its many neighboring countries [5].

Some examples of the investment that will be possibly see the light following the framework of the OBOR initiative are the plans for roads and pipelines across Pakistan and Burma; the construction of harbors in countries like Sri Lanka, or Bangladesh; or the establishment of freight rail link from the central-western city of Chongqing through the north-western province of Xinjiang, to central Asia and Europe; and many others. China's prevision is to spend nearly \$1trn of government money and lift the value of its trade with 40 countries to \$2.5trn within a decade [10]. It's the biggest act of economic diplomacy since the Marshall Plan, the US-led reconstruction of Europe after the World War II. The Belt and Road initiative in its full extent is set to reflect China's outbound focus in three directions: West which consists of West China, Central Asia, the Middle East and part of Europe, East which consists of Southeast Asian countries and South which consists of South Asian and North African countries. Few of the various reasons Eurasia and Southeast Asia will be given priority respectively is due to the proximity to Western China abundance of natural resources and need for greater regional stability and the importance of the trade with China. It is expected that the Maritime route will be developed later, in part because China has a limited comparative advantage in establishing sea routes and is facing opposition from many different countries due to the position it has taken in the South Chinese Sea over disputed areas [9].

However, the initiative of the President Xi is not the first time that a country has proposed in order to revive the ancient Silk Road that would make possible the first important and continuative relations between the different Eurasian civilizations. Japan, in 1988, started to talk about the Silk Road diplomacy as a way to increase its presence in Central Asia. In 2011, during an official visit to India, the then US State Secretary and the 45TH Presidential nominee Hillary Clinton came with the proposal of a «New Silk Road». India itself has shown interest in acquiring more influence towards the other countries on the coasts of the Indian Ocean, with the “Mausam Project” launched in 2014. The Kremlin has worked in the last decades to develop its own integration plan, the Eurasian Economic Union (EEU). But also less powerful states, like Kazakhstan or Korea, have presented similar projects. But only China seems to be able to capture the real interests of its neighboring countries and realize its design: in fact, its first aim is to create a development-oriented community, in which all its partners are impatient to share China's development dividends [6].

Without any doubt the «New Silk Economic Belt» and «the 21st Maritime Silk Road» will have the potential to change the global geopolitical scenario in its entirety, however, it also can have a fundamental role in the development of the economies of many countries that at the moment have

strong difficulties in providing decent life conditions to their citizens. In fact, the ideal route of the «One Belt, One Road» project involves poor regions that have seen in the announcement made by the Chinese government that they hope to share the benefits of its colossal economic growth of the last decades. This initiative can really be an opportunity to reduce the economical differences that currently exist between the different areas of Asian continent, in particular between the countries located in Central Asia, and the coastal states of the South-East Asia. Another important point in favor of the new Chinese action is that the countries in the region appear satisfied of this source of investment that seem apparently unlimited, and most important, free from political domination intentions. This is why in Central Asia at the moment is preferable an intervention in the area led by China, than by Russia or European Union, always seen as possible conquerors [7].

Not only states, but also private companies are interested in the advantages they can receive from their participation to the «One Belt, One Road». To gain the biggest benefits from all the projects that will be started in the framework of the OBOR will be in particular infrastructure construction companies, building materials producers and construction machinery companies. Moreover, with linking up unconnected road sections and removing transport bottlenecks, the connectivity in the entire region will be considerably improved, with a consequent facilitation of trade and any sort of exchange.

Connectivity: The road Europe-Russia-Kazakhstan-China-the shortest route from China to Europe, with a minimum number of participating countries and, hence, and borders.

Development and reconstruction of international transit corridor «Western Europe-Western China» will significantly reduce the time of cargo delivery from China to Europe and further. The average time for a sea vessel is 30-35 days, with the use of the prospective corridor; the time would be reduced to 10-12 days which is a great benefit in many different terms.

This process will eventually decrease the production of goods and services, investment in manufacturing of agro-based machineries, equipments, mining sector and many more aspects. There are many significant benefits of the investment project that brings about massive integration in economic, social and also in terms of urban connectivity. The total time for goods being transported from China to Europe and vice versa is practically reduced. The larger number of goods being transported thorough the Kazakh route would be profitable to the economy in terms of turnover or goods in transit. It also means that the infrastructure in the corridor route increases with the increase in quality transportation of goods with ease and free of hassles. With better transportation facilities and infrastructure, the rate of accidents in Kazakhstan would decrease gradually. The rate of road accidents in Kazakhstan city in 10 years is high, with the increasing number of vehicles in the cities and the poor quality of road

surface enhanced the problem more. However, with the new project the death rates and the cost incurred due to accidents is expected to reduce with suitable infrastructure being developed.

There are two main benefits of the Kazakhstan international transit corridor; firstly the economic benefit lies in the revenue generated by the transit goods, the turnover growth through the Republic of Kazakhstan contributing to the national income. Secondly the death records would be reduced in the route eventually aiding to the economic continuity [8].

Conclusion

The renewal and new perspective of Silk Routes economic zone cannot be viewed in isolation; it is connected to the ancient route that was prevalent, the changing socio political construct of our societies and civilization has added much more complexities and opportunities at the same time. The paradigm shift in the global scenario has brought us to a critical juncture where we stand with an immense possibility of economic and cultural integration leading us to prosperity and harmony but at the same time economic competition has contradictory approaches to these visionary projects. The formation of international bodies lending billions of dollars to countries and investing a lot in infrastructure development and ‘connectivity’ has the ability to invest in sustainable projects that can aid to the aim of regional integration and national development of different stakeholders. With international support and mutual cooperation, the aim of China in contributing to design the future of trade, foreign relation and social life of people, is not a China Dream anymore, it has become a reality. The relationship between independent sovereign nations also tends to develop positively with the help of trade relations and by utilization of different tracks do diplomacy. It would not be incorrect to say that the chances of conflict and confrontation would be there in presence of economic relationship with different countries, in those terms, it is bringing countries and people closer.

However, environmental concerns are a grave issue that needs to be addressed before the initiation of projects. Security issues are very important to consider as it might spark many different provoking situations. The leader of the project and the participating countries should be prepared for such situations.

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A.A. Gassanova¹, L.M. Dyussenbayeva¹

¹Suleyman Demirel University
Almaty, Kazakhstan

INNOVATION DEVELOPMENT IN AGRICULTURAL INDUSTRY OF KAZAKHSTAN.

Abstract. The article discusses about of influences of innovative processes on increasing competitiveness agricultural sector in order to ensure the efficiency of agricultural production and food security of the country. Innovative processes allow everywhere continues innovate production on the basis of mastering the achievements of science and technology. However, at present time, the agricultural sector in Kazakhstan is characterized by low labor