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**A.A. Daurenbekova**Al-Farabi Kazakh National University, Almaty, Republic of Kazakhstan  
aiana\_da@mail.ru**COOPERATION OF KAZAKHSTAN AND CHINA WITHIN  
THE SILK ROAD ECONOMIC BELT**

**Abstract.** The purpose of the study is to identify the main problems and trends of cooperation between Kazakhstan and China in the light of the implementation of the Silk Road Economic Belt Strategy, which is one of the largest initiatives that form a new paradigm for the economic and overall geostrategic development of the world. To achieve this goal, the author identified the priorities and features of the participation of Kazakhstan and China in the formation and development of the Silk Road Economic Belt. In addition, the state of economic relations between China and Kazakhstan was analyzed in the following priority areas of cooperation: mutual trade, investment, and the scientific and technological sphere. The focus of the article is on the creation of transport corridors and transport and logistics centers within the Silk Road Economic Belt. In particular, the main directions of the development of transit potential in the Kazakh-Chinese direction are proposed. To strengthen mutual economic cooperation between Kazakhstan and China, the creation of the International Silk Road Financial Center in Kazakhstan with the definition of its functions has been proposed. The results of the study can be used by specialists of state bodies in the process of developing strategic program documents as part of the development of the Silk Road Economic Belt.

**Keywords:** Silk Road Economic Belt, China, Kazakhstan, economic cooperation, trade relations.

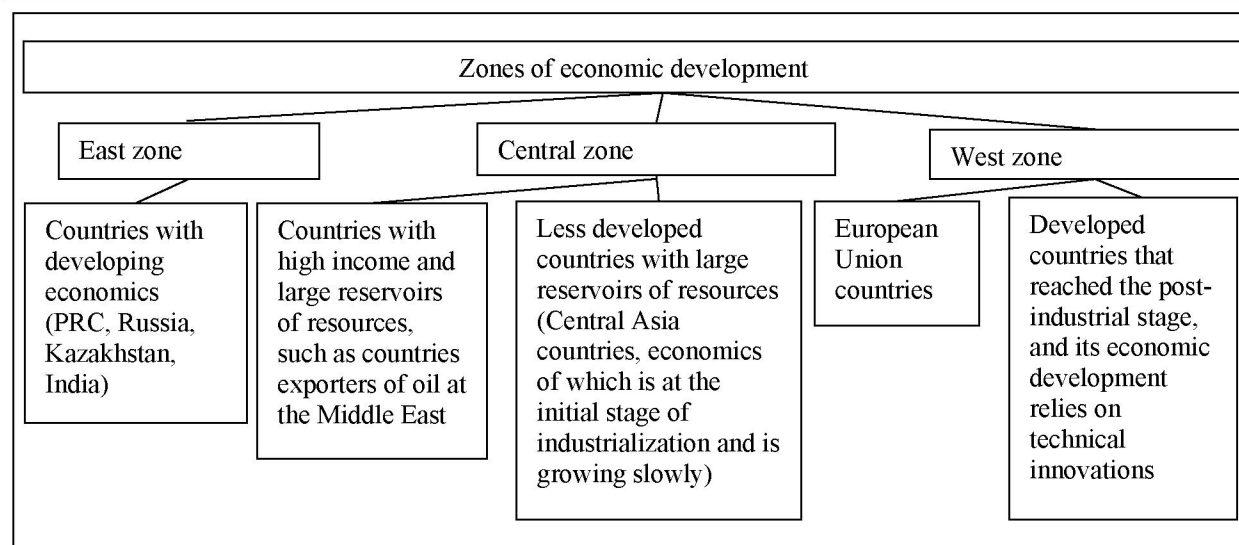
**Introduction.** The initiative on creating the Silk Road Economic Belt was announced by the leader of PRC, Xi Jinping, on September 16, 2013 during his speech at the Nazarbayev University in Astana [1]. In the short period of time, the announced initiative became not only a concept, but an international mega-project representing a huge economic interest not only for China, but for all countries located along the Great Silk Road including Kazakhstan.

Kazakhstan puts high hopes on the development of the Silk Road Economic Belt in terms of reconstruction of the existing system of the trade and economic relations in the whole Eurasia. Numerous researches and predictions regarding the impressive volumes of cargo traffic that will go from the East to the West through the creating economic corridors confirm this interest.

Kazakhstan, in its turn, is one of the most prospective countries under the Silk Road Economic Belt development. The economic cooperation between China and Kazakhstan has a large potential and it is important to have an idea on this cooperation development process, on the volumes of trade and direct investments, on jointly implemented projects including the science and technology field.

**Results and discussion.** Forming of the Silk Road Economic Belt (SREB) represents a comprehensive plan of economic development for 65 countries of the world (except 10 ASEAN countries and 9 countries of the European Union). The SREB will pass through the following countries: China, Mongolia, Pakistan, Kyrgyzstan, Turkmenistan, Iraq, Israel, Georgia, Belarus, Armenia, Russia, Tanzania, Bangladesh, Kazakhstan, Tajikistan, Iran, Lebanon, Azerbaijan, Kenya and some other African countries. The Silk Road route can include another five European countries enlarging the number of countries participating in the project up to 70 (Serbia, Albania, Montenegro, Bosnia and Herzegovina, Switzerland) [2]. The SREB includes numerous projects on development of infrastructure, industry, trade and service field that will allow ensuring stable and safe environment for the development of the Eurasian countries unlocking its potential to full extent.

By the level of the economic development, the countries involved in the SREB can be divided into three zones: east, central, and west (Figure 1).



Note – compiled by the author

Figure 1 – Zones of economic development of countries involved in the SREB

The priorities and peculiarities of Kazakhstan and China participation in forming and development of the SREB are stipulated by the following factors:

- forming of large trans-regional market of goods, science and technological services and application of labor force;
- forming of the international transport and logistics, and information and communication corridor in the Eurasian space;
- implementation of the regional network model of the corporate safe partnership under the regional integration (EAEU, SCO) on the base of effective application of trade and economic, transit, transport and infrastructure, science and technical, investment and human potential.

To this date there is a “road map” on enlarging the cooperation between Kazakhstan and China in almost all spheres of economics, and it was decided to accelerate the process on establishing a joint work group to interlink the SREB and “Nyurly Zhol”. In particular, it is referred to three courses [3]:

*First course* - development of transit transport corridor, creation of logistics centers on the territory of Kazakhstan and facilitation of procedures (customs, tax, financial etc.) to enlarge the mutual trade volumes.

*Second course* is cooperation within the implementation of program on interlinking the SREB and Strategy “Kazakhstan – 2050”. This refers to the fulfillment of joint industrial projects on the territory of Kazakhstan including the one under the context of implementation of a Chinese idea on transfer of excess capacity to the territory of Kazakhstan. The first group includes 45 projects; the Agreements were signed for 25 of them to the total sum 23 billion US dollars.

*Third course* is focused on cooperation in the field of knowledge-based industries and sectors of high technologies. This refers to the discussion of an issue on selecting one-two fields on which Kazakhstan and China will cooperate on the level of research institutes, universities, and establishing of joint enterprises.

For the SREB establishment the significant is development of transport corridors and transport and logistics centers. As known, a generator of the international transport flows is the trade. To this period there are stable trade links between China and Kazakhstan forming the transport flows. Table 1 shows the analysis of bi-lateral trade relations between these countries.

The results of calculations show controversial dynamics of trade relations indicator change between China and Kazakhstan during the considered period. The trade turnover between the countries had a downward trend from 2014 to 2016 (from 17.2 to 7.9 million US dollars), in next years its volume started to grow, but, nevertheless, the indicator of 2018 was by 31.9% lower than the indicator of 2014. At the same time, the reduction of the goods turnover during the considered period was observed in whole

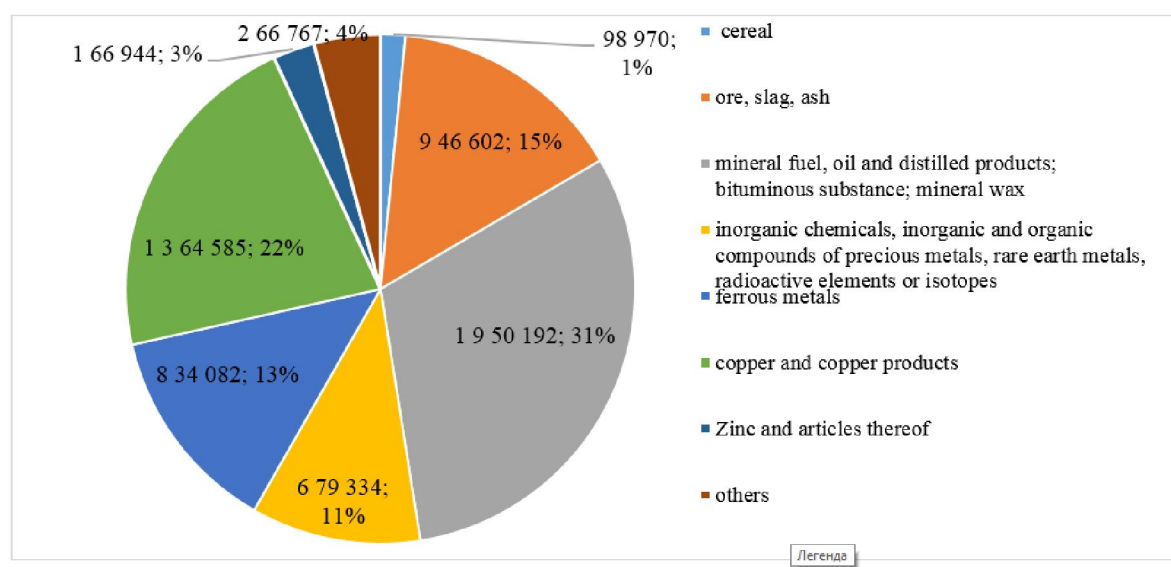
between Kazakhstan and the world: in 2014 its volume was 120.7 million US dollars comparing to 94.8 million US dollars in 2018 – the reduction was by 21.5%. The share of RK goods turnover with China, during the whole considered period, reduced by 1.9%. The volume of Chinese import to RK in 2014-2016 reduced almost twice, but in 2017-2018 increased by 14.7%. The same tendency was observed regarding Kazakhstan export to China. Along with this, there is significant exceedance of Chinese import growth rate over Kazakhstan export growth rate. In spite of that it is possible to note stable positive balance of foreign trade for our country during the considered period. In 2018 this indicator was 923.3 million US dollars that is by 16.3% lower comparing to 2017, and by 62.2% comparing to 2014. Thus, for recent 5 years the net balance of Kazakhstan in external turnover with China shows a downward trend implying higher growth rates of Chinese import comparing to the growth of RK export to China.

Table 1 – Mutual trade between the Republic of Kazakhstan and PRC (million US dollars)

#	Country	2014	2015	2016	2017	2018	Change in %	
							2018/ 2014	2018 /2017
1	Total export of RK	79 459,80	45955,80	36736,90	48503,30	61111,2	-23,1	+26,0
2	Total import to RK	41 295,50	30567,70	25376,70	29599,60	33658,5	-18,5	+13,7
3	Goods turnover of RK, total (p.1+p.2)	120755,30	76523,50	62113,60	78102,90	94769,7	-21,5	+21,3
4	Trade balance of RK (p.1+p.2)	38 164,30	15388,10	11360,20	18903,70	27452,70	-28,1	+45,2
5	Export from China to Kazakhstan	7 357,20	5 087,80	3 668,00	4 695,00	5 384,20	-26,8	+14,7
6	Share of China in total import to Kazakhstan in % (p.5/p.2*100%)	17,8	16,6	14,5	15,9	16,0	-1,8	+0,1
7	Export from Kazakhstan to China	9 799,40	5 480,10	4 228,40	5 798,00	6 307,50	-35,6	+8,8
8	Share of China in total export of Kazakhstan in % (p.7/p.1*100%)	12,3	11,9	11,5	12,0	10,3	-2,0	-1,6
9	Trade balance between RK and China (p.7-p.5)	2 442,20	392,30	560,40	1 103,00	923,30	-62,2	-16,3
10	Goods turnover of Kazakhstan with China (p.5+p.7)	17 156,60	10567,90	7 896,40	10493,00	11691,70	-31,9	+11,4
11	Share of turnover with China in turnover of RK, % (p.10 / p.3*100%)	14,2	13,8	12,7	13,4	12,3	-1,9	-1,1

Note – compiled and calculated by the author basing on reference [4]

Figure 2 shows the structure of the domestic goods export to Chinese market.



Note –Compiled by the author basing on data from the Committee on Statistics MNE RK

Figure 2 – Structure of RK export to China

In the structure of domestic export to Chinese market the domineering are primary products. In 2018, 31% of the whole Kazakhstan export to China were fuel and energy products, 22% - copper and goods produced from it, 15% - ore, slag, ash, 13% - ferrous metals, 11% - inorganic chemicals and different compounds. It should be noted that a list of RK export positions to China is quite large; however, a share of each of them does not reach 1%. Among such positions are the supplies of salt, vegetable and animal fats, meat and meat products. During the past 14 years Kazakhstan has also been supplying to China different machines, equipment, transport means, instruments, medicals; this can be considered as positive tendency for our country. In recent years, the active participants of trade and economic interaction for two countries at the regional level became border areas of Almaty and East-Kazakhstan regions of Kazakhstan and Xinjiang Uygur Autonomous Region of the north-west China. Currently, a large development receives the border trade and logistics center “Khorgos”.

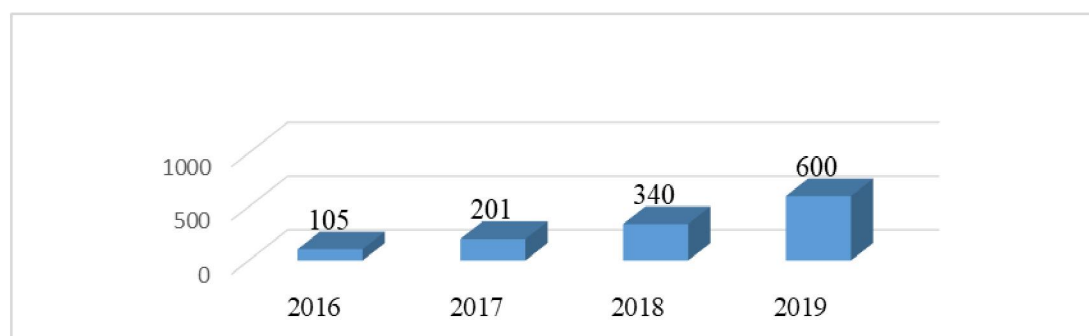
The cooperation of the bordering regions of Kazakhstan and China has a range of objective prerequisites of strategic, political, economic and historical character. It is especially worth to note the geographical vicinity and long common border, development of customs infrastructure, common historical development, geopolitical factor, similar tasks of economic development. These prerequisites form a base for the development of contractual basis of cooperation at the national and regional levels.

As for the Chinese import to Kazakhstan, among the domineering items are nuclear reactors, boilers, equipment and mechanical devices (23.7%), electrical machines and equipment, media instruments (21.9%), ferrous metals products (6.9%), plastic and its products (4.6%), land transport vehicles and its parts (4.5%) [4]. Thus, Kazakhstan supplies to China mainly the primary products. The structure of goods imported from China to Kazakhstan territory is more diversified and the domineering are finished products. These have the revealed competitive advantages.

It should be noted that Kazakhstan is of special interest to China as a supplier of primary products. This becomes more topical in the context of trade clash between China and USA resulted in reduction of Chinese goods export to the USA [5]. In this regard, Kazakhstan has an opportunity to substitute and enlarge a range of goods exported to China: cold-rolled steel pipes, aluminium scrap, durum wheat, beef, tobacco, and polyethylene. In addition, Kazakhstan is included into the free trade zone with Azerbaijan, Armenia, Russia, and Kyrgyzstan that broadens the opportunities of China to enter these markets.

In addition, with the strengthening of the trade clash, for China the priority of the SREB development increases. Kazakhstan can enhance its status as energy and transport gateway for China. Kazakhstan plays a key role in the SREB as the most part of its road passes through Kazakhstan territory. This opens new opportunities to enter the international trade system, diversify transport routes. Economic benefit for Kazakhstan, if the SREB and “Nyurly Zhol” Projects are fulfilled, is not only in potential income from transit. The improving of transport links will result in development of service and production infrastructure, will allow creating job opportunities for local population.

The total volume of transit cargo passing through Kazakhstan reached 17 million tons in 2017 assuming the increase by 17% on year-over-year basis. However, the transit cargo container transportation on the route China – EU – China increased by more than three times in 2018 and constituted 340 000 twenty-foot equivalent unit (TEU) comparing to 105 000 TEU in 2016 [6] (Figure 3).



Note – reference [6]

Figure 3 – The volume of container transportation on the route China – Europe – China, thousand TEU



The exponential growth of transit container transportation is mainly explained by successful run of Khorgos dry port and Kyuryk sea port that improved significantly the efficiency and period of cargo delivery [7]. In addition, the growth of rail transportation turnover was supported by implementation of complex measures oriented on the enhancing of labor productivity, optimization of production processes and effective use of fleet of cars. To enhance the transit potential in Kazakhstan-Chinese direction it is suggested to focus on the following:

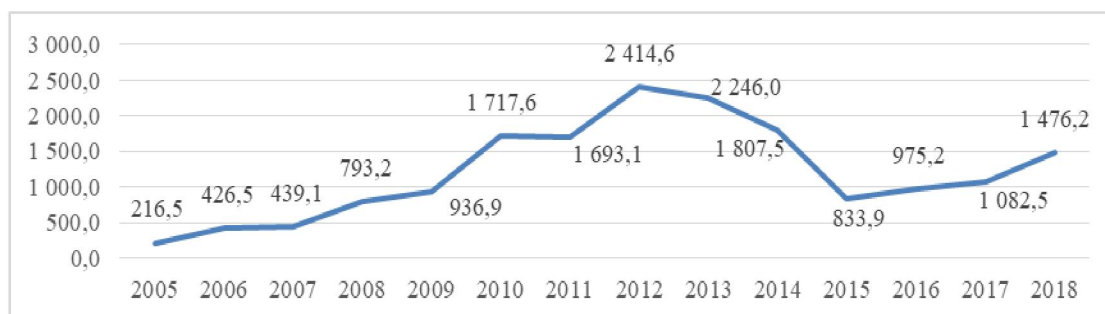
1) Creation of transport-logistics centers with multimodal functions and developed technology of cargo processing at the main routes of transit transport flows ensuring the cargo storage, further processing, transportation and use of other types of transport to reduce the delivery period.

2) Creation of transport-logistics integrated system consisting of bordering logistics centers, customs warehouses, logistics parks, technology parks, joint enterprises, unified manufactures, financial institutes, commercial, information and logistics, research-educational, health, tourist centers, public associations.

3) Industrial cooperation between PRC and Kazakhstan. It is necessary to develop the cooperation not only in extractive industry, but in textile, consumer and food industry, individual not complicated types of machine engineering. The technological experience and investments of China, low and almost similar energy consumption of industrial production could become the factors of competitiveness of Kazakhstan-Chinese joint enterprises.

One of the optimum alternatives of the customs-logistics centers location is its direct adjacency to the territory of border crossing points. The development of bordering zones of Kazakhstan with People's Republic of China is possible by establishing of transport-logistics centers at points "Bakhty", "Maykapchagay", "Kolzhat" in addition to "Dostyk" and "Khorgos" as well as development of bordering zone at Ridder town, Shemonayikha town and other. The important priority of the economic cooperation between Kazakhstan and China is broadening of oil and gas transportation network, increasing of capacity of already existing oil and gas pipelines satisfying the needs of further planned increase of oil and gas production and export in Kazakhstan. Being an integrated part of technological process on petroleum feedstock transformation into market products, the oil transportation of Kazakhstan started its development almost at the time when the production works were started on an industrial scale.

China has powerful investment opportunities and starting from 2005 it has been increasing actively its financial presence in Kazakhstan. The volumes of Chinese investments to Kazakhstan confirm this (Figure 4).



Constructed by data of the National Bank of RK [8]

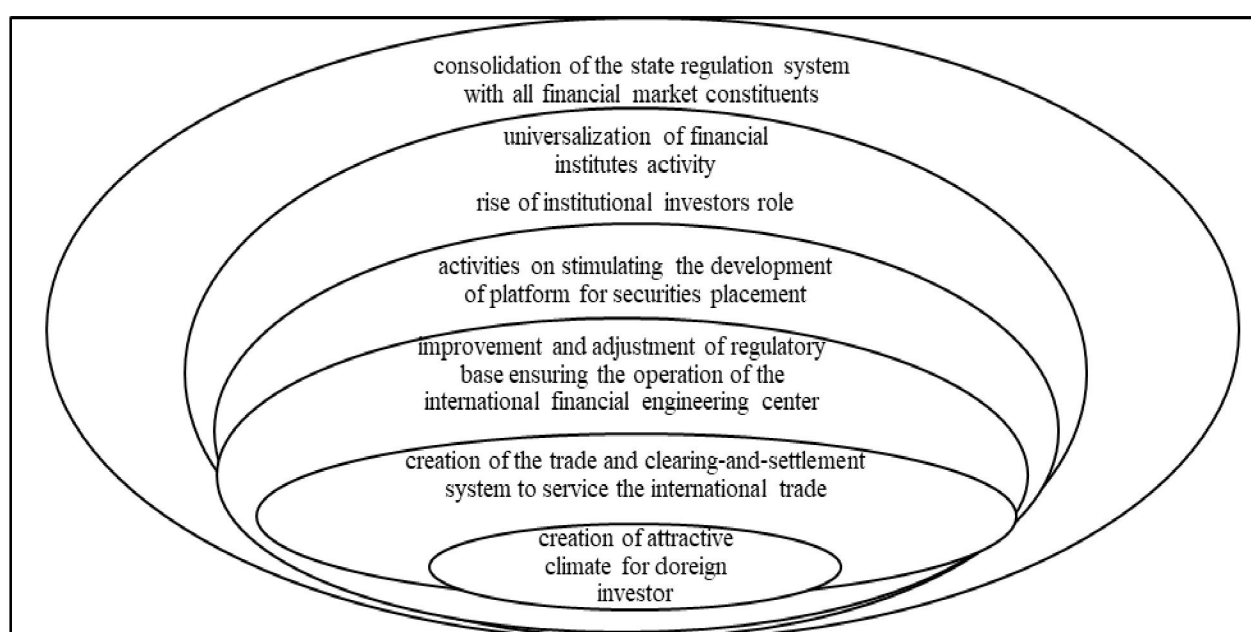
Figure 4 – Direct Chinese investments to Kazakhstan in 2005 – 2018, million US dollars

Figure 4 shows that from 2005 to 2012 China increased sharply the investments to Kazakhstan. Namely in 2012 there was the largest volume of direct investments – 2.41 billion US dollars that exceeded the volume of 2005 by more than 11 times. In 2013-2015 the volume of Chinese investments decreased dramatically. During recent three years the growing tendency is observed, in 2018 the volume of Chinese direct investments was 1.47 billion US dollars. Thus, China is significant for Kazakhstan as a source of direct foreign investments.

Kazakhstan already has some experience in establishing the international financial center; therefore it is worth to consider opportunities on establishing in Kazakhstan the International (Integrated) Financial Centre of the Silk Road lodged with functions shown in Figure 5.

For universalization of the banking and other financial institutes' activity, the attention should be paid, first of all, to quality, speed and minimal risk of services, not to the specialization of institutes on the types of financial services. In many countries the consolidation of the state regulation system with all financial market constituents was implemented by establishing of a united body of consolidated supervision over the financial services and markets with simultaneous deregulation of individual components of capital markets and by strengthening of its self-regulation.

The priority area of cooperation between Kazakhstan and China is interaction in the field of scientific and technological resources application to form the SREB. The investigation of this aspect showed that the strategy of China borrowing quickly the innovations is quite attractive for Kazakhstan. At the moment, Kazakhstan does not have enough potential for the large scale appearance of drastic innovations [9]. Therefore, for Kazakhstan it is important to focus on the application of outside sources of technologies. This strategy is important in whole for Kazakhstan economics as it has large potential for quick and effective solution. In addition, it is topical due to establishing of SREB considering the necessity of coordinated joint Chinese-Kazakhstan response to technological challenges that will appear.



Note – created by the author

Figure 5 – The main operation fields of the International Financial Centre of the Silk Road

The economic zone that will be developed under the SREB influence should and can become a zone of high activity in the field of innovations, technologies and new manufactures. For this purpose, the different local innovation territories should be formed: free economic zone, industrial parks, technology parks and clusters with its joining into one common network that further could form the innovation belt of the “Silk Road”.

**Conclusion.** The implementation of the SREB development initiative that causes active investment activity, construction of plants, and development of trade and service field in Kazakhstan is prospective and supposes the elaboration of definite economic mechanisms on the national manufacturers' protection.

The conducted research showed that current commodity pattern of Kazakhstan import reflects the undeveloped potential of interrelation strengthening with the SREB countries, particularly, with China in terms of development of machine-building and chemical complexes, agro-industrial and food industry complex. To strengthen the cooperation it is necessary to develop the inter-country cooperation, focus Kazakhstan economics on its development along the innovation lines. All the expenses for the creation of infrastructure necessary for effective functioning of business can be incurred by so called inter-state

consortia. Significant potential for export increasing belongs to the development of the service sphere. It is reasonable to strengthen the State policy on stimulating the attraction of direct foreign investments not only to the processing sector of economics, but financing of the inter-state breakthrough innovation projects which implementation will allow the SREB countries to take positions in the finished products market.

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### **ЖІБЕК ЖОЛЫ ЭКОНОМИКАЛЫҚ БЕЛДЕУІ АЯСЫНДАҒЫ ҚАЗАҚСТАН МЕН ҚЫТАЙДЫҢ ҰНТЫМАҚТАСТЫҒЫ**

**Аннотация.** Мақаланың мақсаты – Жібек жолы Экономикалық белдеуі стратегиясын іске асыру аясында Қазақстан мен Қытайдың ынтымақтасуының негізгі мәселелері мен үрдістерін анықтау. Аталған Стратегия әлемнің геостратегиялық және эконромикалық дамуының жаңа парадигмасын қалыптастыратын ең ірі ауқымдағы бастамалардың бірі болып табылады.

Қойылған мақсатқа қол жеткізу үшін Жібек жолы Экономикалық белдеуін қалыптастыру және дамытудағы Қазақстан мен Қытайдың қатысу ерекшеліктері мен басым бағыттары анықталған. Оған қоса, Қазақстан мен Қытайдың экономикалық қарым-қатынастарының жай-күйі ынтымақтастықтың келесі басым бағыттары бойынша талданған: өзара сауда жасау, инвестициялар, ғылыми-технологиялық сала. Зерттеу нәтижелері көрсеткендей, соңғы 5 жылдағы Қазақстан мен Қытай арасындағы сыртқы сауда айналымындағы Қазақстанның сальдосының қысқару үрдісі анықталды, бұл Қазақстанның Қытайға экспортының өсуіне қарағанда қытайлық импорттың анағұрлым жоғарғы қарқындармен өсуін көрсетеді. Қарастырылып отырған мемлекеттер арасындағы өзара сауда айналымын толық талдау нәтижесінде Қазақстан Қытайға негізінен шикізат өнімдерін өткізетіндігі, ал Қытай Қазақстанға өткізетін тауарлардың құрылымы анағұрлым әртараптандырылған және онда дайын өнімдердің үлесі басым екендігі анықталды.

Жүргізілген зерттеу нәтижелері көрсеткендей, Қазақстанның қалыптасқан импортының, әсіресе Қытайға өткізетін өнімдер құрылымы оның Жібек жолы Экономикалық белдеуіне енетін елдермен байланысты нығайту әлеуетінің, әсіресе аймақтық машина жасау және химиялық кешендерді, агроөнеркәсіптік кешен мен тамақ өнеркәсібін дамытудағы Қытаймен ынтымақтастық әлеуеті толық қолданбайтындығын көрсетеді. Мақалада Жібек жолы Экономикалық белдеуі аясында көлік дәліздерін және көліктік-логистикалық орталықтар құруға басым назар аударылған, автордың пайымдауынша, олар Шығыс-Батыс бағытындағы қашықтықты және тасымал мерзімдерін қысқартуға мүмкіндік береді. Жекелей алғанда, қазақстандық-қытайлық бағыттағы транзиттік әлеуетті дамытудың негізгі бағыттары ұсынылған. Кедендік-логистикалық орталықтарды орналастырудың оңтайлы нұсқасы ретінде өткізудің шекаралық пунктері аумағына кіріктіру ұсынылады.

Жібек жолы Экономикалық белдеуі аясындағы жобаларды іске асырудан болатын Қазақстан үшін экономикалық ұтымдар ретінде транзиттен түсетін әлеуетті табыстар, көліктік байланыстарды жақсарту нәтижесінде сервистік және өндірістік инфрақұрылымдардың дамуы, жобаларды іске асыру орындарда жаңа жұмыс орындарының ашылуы көрсетілген. Қазақстан мен Қытайдың экономикалық ынтымақтастығының маңызды басымдықтары ретінде келесілер анықталған: мұнай-газ-көліктік желіні кеңейту, олардың қолданыста барының қуатын ұлғайту. Оған қоса, Қазақстан мен Қытай арасындағы өзара экономикалық ынтымақтастықты нығайту үшін Қазақстанда Жібек жолы қаржылық орталығын құру ұсынылып, оған жүктелетін функциялар көрсетілген.

Мақалада Қазақстан мен Қытайдың инновациялық және технологиялық дамуы бойынша ынтымақтастығын бекітуге байланысты шаралар ұсынылған. Жібек жолы Экономикалық белдеуін инновациялар, технологиялар және жаңа өндірістер саласындағы жоғары белсенді аумағына айналдыру үшін ұсыныстар әзірленген: арнайы экономикалық аумақтар, индустриалдық парктер, технопарктер және кластерлерді құрып, оларды ортақ желіге біріктіру ұсынылған, ол келешекте «Жібек жолының» инновациялық белдеуін құруы мүмкін. Тікелей шетел инвестицияларын тек экономиканың қайта өңдеу салаларына ғана емес, сондай ақ мемлекетаралық серпінді инновациялық жобаларды қаржыландыруға да тартуды ынталандыру бойынша мемлекет саясатын күшейтудің қажеттілігі негізделген. Бұл ұсынысты жүзеге асыру Жібек жолы Экономикалық белдеуі мемлекеттеріне дайын өнімдер нарығында алдыңғы

қатарлы орындар иемденуге мүмкіндік береді. Сонымен қатар, мақалада Жібек жолы Экономикалық белдеуі жобаларын іске асыру аясында ұлттық өндірушілерді қорғаудың нақты экономикалық тетіктерін әзірлеу қажеттілігі көрсетілген.

Зерттеу нәтижелерін Жібек жолы Экономикалық белдеуін дамыту аясындағы стратегиялық маңызы бар бағдарламалық құжаттарды әзірлеу барысында мемлекеттік органдардың мамандары қолдана алады.

**Түйін сөздер:** Жібек жолының экономикалық белдеуі, Қытай, Қазақстан, экономикалық ынтымақтастық, сауда қатынастары.

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### **СОТРУДНИЧЕСТВО КАЗАХСТАНА И КИТАЯ В РАМКАХ ЭКОНОМИЧЕСКОГО ПОЯСА ШЕЛКОВОГО ПУТИ**

**Аннотация.** Цель исследования – выявление основных проблем и тенденций сотрудничества Казахстана и Китая в свете реализации Стратегии Экономического пояса Шелкового пути, которая является одной из самых крупномасштабных инициатив, формирующих новую парадигму экономического и в целом геостратегического развития мира.

Для достижения поставленной цели автором определены приоритеты и особенности участия Казахстана и Китая в формировании и развитии Экономического пояса Шелкового пути. Проанализировано состояние экономических взаимоотношений Китая и Казахстана по следующим приоритетным направлениям сотрудничества: взаимная торговля, инвестиции, научно-технологическая сфера. Результаты анализа позволили выявить тенденцию сокращения сальдо Казахстана во внешнеторговом обороте с Китаем за последние 5 лет, что говорит о более высоких темпах роста китайского импорта по сравнению с ростом экспорта РК в Китай. Подробный анализ взаимного товарооборота между рассматриваемыми странами показал, что Казахстан поставляет в Китай в основном сырьевые товары, а структура товаров, ввозимых из Китая на территорию Казахстана, более диверсифицирована и в ней преобладает готовая продукция.

В результате проведенного исследования было выявлено, что сложившаяся товарная структура импорта Казахстана отражает нереализованный потенциал укрепления взаимосвязей со странами ЭПШП и, в частности, с Китаем, заключающийся в развитии регионального машиностроительного и химического комплексов, АПК и пищевой промышленности.

Основное внимание в статье уделено созданию транспортных коридоров и транспортно-логистических центров в рамках Экономического пояса шелкового пути, которые позволяют значительно сократить расстояние в сообщении Восток-Запад и сроки доставки грузов. В частности, предложены основные направления развития транзитного потенциала в казахстанско-китайском направлении. В качестве оптимального варианта расположения таможенно-логистических центров предлагается их непосредственное примыкание к территориям пограничных пунктов пропуска.

В качестве экономических выгод для Казахстана от реализации проектов ЭПШП выделены: потенциальные доходы от транзита; развитие сервисной и производственной инфраструктуры вследствие улучшения транспортных связей; создание новых рабочих мест для населения на местах реализации проектов. Важными приоритетами экономического сотрудничества Казахстана и Китая отмечены: расширение нефте-газо-транспортной сети, увеличение мощности уже существующих нефте- и газопроводов, удовлетворяющих потребностям дальнейшего планируемого увеличения добычи и экспорта нефти и газа в Казахстане. Кроме того, для усиления взаимного экономического сотрудничества между Казахстаном и Китаем предложено создание в Казахстане Международного финансового центра Шелкового пути с определением его функций.

В статье предложены меры по укреплению сотрудничества Казахстана и Китая по инновационному и технологическому развитию. Для превращения ЭПШП в зону высокой активности в области инноваций, технологий и новых производств предложено формирование разного рода локальных инновационных территорий: СЭЗ, промышленных парков, технопарков и кластеров с объединением их в общую сеть, которая может в дальнейшем образовать Инновационный пояс «Шелкового пути». Обоснована необходимость усиления политики государства по стимулированию привлечения прямых иностранных инвестиций не просто в перерабатывающий сектор экономики, а в финансирование межгосударственных



прорывных инновационных проектов, реализация которых позволит странам ЭПШП занять позиции на рынке готовой продукции. Вместе с тем, в статье отмечена необходимость выработки определенных экономических механизмов по защите национальных производителей в рамках реализации проектов ЭПШП.

Результаты проведенного исследования могут быть использованы специалистами государственных органов в процессе разработки стратегических программных документов в рамках развития Экономического пояса Шелкового пути.

**Ключевые слова:** Экономический пояс Шелкового пути, Китай, Казахстан, экономическое сотрудничество, торговые отношения.

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