



## ЭКОНОМИКА

МРПТИ 06.51.51

УДК 339

<https://doi.org/10.51579/1563-2415.2021-1.07>

### MAIN DIRECTIONS OF IMPROVEMENT OF FOREIGN ECONOMIC ACTIVITY OF THE REPUBLIC OF KAZAKHSTAN

*\*K. Bleutaeva, D. Babash, D. Digay, M. Alekbaeva*

*«Zhetysu University n.a. I. Zhansugurov» NP JSC, Taldykorgan, Kazakhstan*

*\*e-mail: king\_bara@mail.ru*

**Summary.** *Inclusion in global economic processes has now become a necessary condition for ensuring national development for every country that strives for the efficiency and competitiveness of its economy. Isolation from global processes inevitably leads to lagging behind and pushing the country into the outsiders of the world economy. The article considers the economic background of historical and geographical description of the world; historical facts of the Great Silk Road; describes main problems of the formation and development of the Great Silk Road at the present stage; considers the directions of the Impact of the Great Silk Road on the economy of the participating countries; proposes main ways to eliminate the problems of the development of modern directions of the Great Silk Road.*

**Key words:** *economy, region, politics, trade, management, development, globalization.*

The globalization of the economy has become integral to the modern world, in which national economic systems, intertwining more and more, become an integral part of the world economy. Globalization is a rather controversial, ambiguously perceived phenomenon, so its research is conducted from various scientific positions that justify different areas of community life. We are most interested in those aspects of it that can have an impact on the processes of foreign economic activity of the state. These include, first of all, the deepening of the process of internationalization of capital, production and exchange of goods; the globalization of productive forces and production infrastructure; the increase in the scale of international labor migration; the increase in the scale of the impact of production and consumption processes on the environment.

#### **Main provisions of the article.**

The main factors of modern international economic relations that affect the level of involvement of the national economy and its development in them are identified.

The features of foreign economic activity in the context of globalization are revealed on the basis of studies of objective patterns of development of integration processes.

The main directions of expansion and deepening of bilateral economic relations of Kazakhstan with a number of strategic partners and neighboring countries, contributing to the improvement of foreign trade in general, have been developed.

The approaches to the implementation of regional integration cooperation of Kazakhstan within the framework of the Central Asian region, the Eurasian Economic Community, ensuring the strategic interests of our country in the process of foreign economic activity, are proposed.

Measures are proposed to protect against the negative external economic impacts of global crises and to overcome their consequences for joint implementation within the framework of regional integration structures.

The necessity of a radical strengthening of the role of the state in the organization and management of foreign trade activities, including the creation of a more sophisticated foreign policy of the state, which is the ideological basis of FEA (foreign economic activity) and ensuring the optimum entry of our country into the world economic system.

**Introduction.** In the history of human civilisation there are many examples of long-term mutually beneficial cultural and economic cooperation between countries and peoples with different political, religious and ethnic traditions. For example, there was a legendary way "from the Varangians to the Greeks", which operated for a long time between Russia and the Scandinavian countries (Sweden, Norway, Denmark). Salt trade route was known in history, which passed through the African continent, passing mainly through the Sahara Desert. But the most significant, widely known in the world was the GREAT SILK ROAD (GSR), stretching from the shores of the Atlantic Ocean to the shores of the Pacific, crossing the entire Asian continent and connecting the Mediterranean countries with the Far East in ancient times and the early middle ages. It was not just a road or even a system of roads from the ocean to the ocean, it was a complex cultural and economic bridge between East and West, connecting people in their quest for peace and cooperation [1].

**Methodology.** In the course of the research general methods were used: methods of analysis of historical facts: horizontal, vertical, ratio, comparison and others.



General scientific and special research methods were used to foreign economic activity as a method of eliminating free trade in Europe and Asia:

- study of essays and literature;
- study of the legal framework;
- analytical method;
- economic and historical realities.

**Results.** "Geopolitics of the New Silk Road" defines priorities in the modern transport system on the new Silk Road of China, Iran, Turkey, India, Pakistan, and Afghanistan.

The Europe-Asia transport corridor, which is the Silk Road, has once again been laid in the middle of the vast Eurasian continent. None of the countries gravitating to it was not bypassed [2].

This project is especially relevant for the countries of Central Asia, which previously had outlets only in the Northern direction, and now have transport access to world markets in the Southern, Eastern and Western directions [3].

As part of this policy, Chinese Railways have connected with Kazakhstan, Turkmenistan and Iran. In the future, the Central highways of China, Central Asia, the South Caucasus, Iran and Turkey should become a single transport system.

For several years, the Beijing — Almaty — Tashkent — Tehran — Istanbul cross-railway has been operating and further to Europe. This TRANS-Asian road runs parallel to the TRANS-Siberian railway, but two thousand kilometres to the South [4].

The second birth of the Great Silk Road is of great importance for Kazakhstan, whose geopolitical position for thousands of years made the country a "Golden Section of the Great Silk Road". The opening of routes to overseas ports creates favourable conditions for strengthening traditional ties not only with neighbouring Central Asian countries and Russia, but also with the countries of the South Caucasus, Turkey, China, Korea, Iran and Pakistan. The completion of the transport corridor "Western Europe – Western China" will increase the international status of Kazakhstan as a transit country. The developed system of pipelines allows not only to export natural gas to neighbouring countries, but also to provide gas pipelines for gas supply to Russia and other countries. All this makes it possible to attract significant in size and quickly payback foreign investments to the countries of Central Asia [5].

The total length of the international corridor "Western Europe - Western China" from the port of Lian Yun-gan in China to St. Petersburg in Russia is more than 8.4 thousand km, of which 2 787 km is in Kazakhstan, of which 2452 km is subject to reconstruction (from Khorgos on the border with China, to Martuk on the border with the Russian Federation with access to Orenburg). This corridor also provides access to Uzbekistan and Kyrgyzstan.

Construction of the highway on the territory of the Republic of Kazakhstan is financed by loans from international financial institutions with co-financing from the National budget. Today opened to traffic from the GR of the Russian Federation to Almaty region through the cities of Aktobe, Kyzylorda, Shymkent, Taraz with the length of 2 028 km and Full completion is planned in 2019.

On April 16, 2009, a Memorandum was signed in Beijing with the Chinese party on the establishment of the Western Europe - Western China corridor. Currently, within the framework of the Memorandum, the Chinese party has fully completed the project on its territory with a length of 3,425 km [6].

As part of the development of this corridor, a Memorandum was signed in September 22, 2008 in Aktobe between the Ministry of transport and communications of Kazakhstan and the Ministry of transport of the Russian Federation on cooperation and development of this route.

In March 2013, the route of the corridor on the territory of Russia "St. Petersburg-Moscow - Vladimir - Kazan – Bavly – Orenburg – the border of the Republic of Kazakhstan" was completed with a length of 2493 km.

According to the Russian side, since 2012, reconstruction and repair works have been carried out on the sites:

- St. Petersburg-Moscow, with a length of 724 km, with completion in 2019, and on separate sections between Moscow and Kazan and Shali-Bavly.

The implementation of this route is of great importance not only for Kazakhstan, but also for all participating countries, in increasing the transit potential.

Economic studies have shown that the project will bring the following benefits for Kazakhstan:

- savings from reducing RTN (road transport network) costs - \$ 63 million, annually;
- savings from reduced travel time of \$ 226 million, annually;
- benefits of reducing the accident - \$ 332 thousand, annually;
- increase in foreign trade until 2020, expressed in the expansion of exports and imports by 32% and 33%, respectively.

According to the studies carried out in the framework of the feasibility study of this project, it is expected that by the end of the implementation the total cargo traffic will increase by 2.5 times and will be about 33 million tons per year [7].

According to Reuters, "China's Leadership has pledged massive funding in support of the New Silk Road, including an additional 100 billion yuan (14.5 billion dollars) to the existing Silk Road Fund, 380 billion loans and 60 billion yuan to help the development of countries and international institutions in the countries on the New Silk Road.



And in addition, it promised to stimulate financial institutions to increase the financing of foreign business by 300 billion yuan".

Kazakhstan projects of building modern Silk Road

On the branches of the Kazakhstan section of the Silk Road the most promising projects are:

- creation of the international tourist center on the coast of the Kapshagai sea "Zhana-Ile" in Almaty region;
- development of tourist infrastructure "Ancient Otrar" and "Ancient Turkestan" in South Kazakhstan region;
- construction of the international tourist center "Burabay" in Akmola region, where a free economic zone has already been created;
- construction of the city of the new Millennium "Aktau city" on the Western branch of the Kazakhstan section of the silk road in the Mangystau region [8].

In addition, it is planned to create an international tourist center "Kenderli" on the coast of the Caspian Sea. Kazakhstan is actively involved and is the initiator of a number of activities on the Silk Road.

In the period from 2nd to 4th of September 2008, the III Forum of Mayors "Silk Road" was held in Almaty on the New Silk Road theme: "From the great tradition to modern standards of tourism and cooperation", which was attended by mayors, representatives of government agencies and business communities from 27 countries, as well as heads of international organizations. The purpose of the Forum was to further develop integration between cities, promote innovative ways of financing tourism along the Silk Road, improve mutual understanding between people and harmonious development of the region. One of the important issues of discussion was the problem of barriers to the development of regional tourism.

Thus, it is necessary to develop the potential of Silk Road products, which includes:

- creation and development of joint tourism products involving visits to several countries/places;
- development of arts and crafts in order to preserve the rich cultural heritage of the Silk Road;
- development, implementation and promotion of joint strategies, programs and marketing;
- formation and improvement of the tourist image of the countries of the Central Asian region and the CIS in the framework of tourism on the Silk Road.

**Conclusions.** At the threshold of the third Millennium, humanity was faced with the need to seek new ways of cooperation, or to restore forgotten, buried in the Sands of Time. Comprehensive study and restoration of the Great Silk Road as a "Path of Dialogue" is fully consistent with this need.

The GREAT SILK ROAD for many centuries served as a rapprochement of different peoples, exchange of ideas and knowledge, mutual enrichment of languages and cultures (Fig.1). Of course, in those days there were political conflicts, wars broke out, but the Silk Road has always been revived. A relentless desire for communication, reasonable gain and greater well-being constantly prevailed over political and religious confrontation.

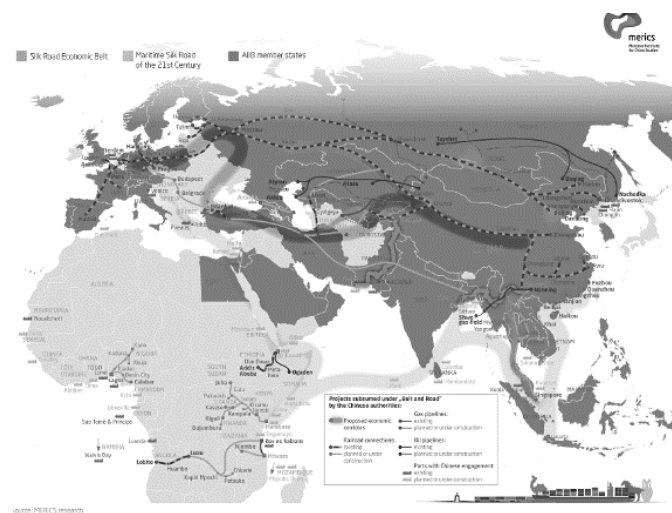


Figure 1- Map of modern Silk Road.

Note: source MERICS research <https://chinabystander.files.wordpress.com>

Therefore, it is necessary to use such a convincing example when creating a model of future relations between peoples and cooperation. The history of the GREAT SILK ROAD is a history of broad cultural interaction and exchange between the peoples of the East and the West. It proves that only close cooperation and mutual enrichment of cultures are the basis of peace and progress for all mankind.



The question arises: why was all this necessary? What influenced the development of trade routes? There was an economic need for each region in trade: India wanted for lapis lazuli, China for jade, people of Central Asia for Chinese silk, etc. As a result of economic cooperation of peoples and regions, the formation of historical and geographical description of the world began, through the merger of ethnic masses and their cultural interaction. After all, it takes decades to give a historical description of at least one ethnic group. However, history gives us examples of research regions by individuals, scientists for short periods of time. Is it possible? What is the primary economic component or historical description? In short, there is a growing confidence that the revival of the Great Silk Road is not only an idea, but an international program that will soon be implemented. The roads along which caravans went a thousand years ago, on the threshold of the XXI century again attract the attention of mankind. The world community once again feels the need for these ancient roads. The need, in turn, gives impetus to development. The revival of the Great Silk Road will certainly give an opportunity to raise the economy of the region to a new level, to increase the welfare of the peoples, to use the fruits of progress.

#### References:

- 1 Станкевич-Мроз Анна, Передерий Виктор и др. Внешнеэкономическая деятельность предприятий. Учебник. © Copyright Лодзинского технологического университета. – 2018. С. 145- 149. ISBN 978-83-7283-939-8.
- 2 Литвин А., Петраску С. Внешнеэкономическая деятельность - важный фактор устойчивого развития Республики Молдова. Серия научных трудов "Менеджмент, экономический инжиниринг в сельском хозяйстве и развитии сельских территорий". – 2014. -Том 14. - №3. – С. 51 – 56. ISSN 2285-3952.
- 3 Gussenov B.Sh., Korabaeva N. B., Zhunusova G. A., Tolamisova A.G., Aitkulova S. N. The development of foreign trade in the era of globalization. *Espacios*. – 2018. - Vol. 39 (Number 47). -pp. 22 - 24. <http://www.revistaespacios.com/a18v39n47/18394722.html>
- 4 Dana, L-P. When Economies Change Hands: A Survey of Entrepreneurship in the Emerging Markets of Europe from the Balkans to the Baltic States, New York & Oxford: Routledge, ©2010 by Routledge. Hard Cover ISBN 0-7890-1646-X, Soft Cover ISBN 0-7890-1647-8.
- 5 Dyrka Stefan, Gussenov B. Sh. The main aspects of the development of foreign economic activity in the era of globalization. *Bulletin of National Academy of Sciences of the Republic of Kazakhstan*. – 2018. - Volume 6. - Number 376. -pp. 234 – 238. <https://doi.org/10.32014/2018.2518-1467.50>. <http://orcid.org/0000-0003-0275-8029>.
- 6 Ilimzhanova Z. A., Tuleshova, G.B. Burnasheva, V.R., Gussenov, B. Sh. Formatting of public services in the framework of fulfilment of tax obligations. *Espacios*. – 2019. -Vol. 40. -Number 32. -pp. 5-9. <http://www.revistaespacios.com/a19v40n32/19403205.html>
- 7 Интернет-ресурс "Западная Европа-Западный Китай" - новый путь в Европу. -2016. <http://www.europe-china.kz/construction-work-progress>. (Дата обращения: 1 февраля 2020 года).
- 8 Шелковый путь-Казахстан: возрождение истории, развитие туризма. *Казахстанская правда*. -2017. – № 267. -С. 5-6.

#### List of references(транслитерация):

- 1 Stankevich-Mroz Anna, Perederii Viktor i dr. Vneshneekonomicheskaya deyatelnost predpriyatii (Foreign economic activity of enterprises). *Uchebnik*. © Copyright Lodzinskogo tekhnologicheskogo universiteta, 2018, pp. 145- 149, ISBN 978-83-7283-939-8.
- 2 Litvin A., Petrasku S. Vneshneekonomicheskaya deyatelnost - vazhnyi faktor ustoichivogo razvitiya Respubliki Moldova (Foreign economic activity is an important factor in the sustainable development of the Republic of Moldova). *Seriya nauchnykh trudov "Menedzhment, ekonomicheskii inzhiniring v selskom khozyaistve i razvitiu selskikh territorii"*, 2014, Tom 14. No.3, pp. 51 – 56, ISSN 2285-3952.
- 3 Gussenov B.Sh., Korabaeva N. B., Zhunusova G. A., Tolamisova A.G., Aitkulova S. N. The development of foreign trade in the era of globalization. *Espacios*, 2018, Vol. 39, No.47, pp. 22 – 24. <http://www.revistaespacios.com/a18v39n47/18394722.html>
- 4 Dana, L-P. When Economies Change Hands: A Survey of Entrepreneurship in the Emerging Markets of Europe from the Balkans to the Baltic States, New York & Oxford: Routledge, ©2010 by Routledge. Hard Cover ISBN 0-7890-1646-X, Soft Cover ISBN 0-7890-1647-8.
- 5 Dyrka Stefan, Gussenov B. Sh. The main aspects of the development of foreign economic activity in the era of globalization. *Bulletin of National Academy of Sciences of the Republic of Kazakhstan*, 2018, Volume 6, No. 376, pp. 234 – 238. <https://doi.org/10.32014/2018.2518-1467.50>. <http://orcid.org/0000-0003-0275-8029>.
- 6 Ilimzhanova Z. A., Tuleshova, G.B. Burnasheva, V.R., Gussenov, B. Sh. Formatting of public services in the framework of fulfilment of tax obligations. *Espacios*, 2019, Vol. 40, No. 32, pp. 5-9. <http://www.revistaespacios.com/a19v40n32/19403205.html>
- 7 Internet-resurs "Zapadnaya Evropa-Zapadni Kitai" - novyi put v Evropu ("Western Europe-Western China" - a new way to Europe), 2016, <http://www.europe-china.kz/construction-work-progress>. (Data obrashcheniya: 1 fevralya 2020 goda).
- 8 Shelkovyi put-Kazakhstan: vrozozhdenie istorii, razvitie turizma (Silk Road-Kazakhstan: revival of history, development of tourism), *Kazakhstanskaya Pravda*, 2017, No.267, pp. 5-6.





## ҚАЗАҚСТАН РЕСПУБЛИКАСЫНЫҢ СЫРТҚЫ ЭКОНОМИКАЛЫҚ ҚЫЗМЕТІН ЖЕТІЛДІРУДІҢ НЕГІЗГІ БАҒЫТТАРЫ

*\*К. Блеутаева, Д. Бабаи, Д. Дигай, М. Алекбаева*

*«І. Жансүгіров атындағы Жетісу университеті» КЕ АҚ, Талдықорған, Қазақстан  
e-mail: king\_bara@mail.ru*

**Түйін.** Жаһандық экономикалық процестерге қосылу бүгінде өз экономикасының тиімділігі мен бәсекеге қабілеттілігіне ұмтылатын әрбір ел үшін ұлттық дамуды қамтамасыз етудің қажетті шарты болды. Жаһандық процестерден оқшаулану сөзсіз артта қалуға және елді әлемдік экономиканың аутсайдерлеріне итермелеуге әкеледі. Қазақстан Халықаралық экономикалық қатынастардың (ХЭА) толық құқықты субъектісіне айналып, көптеген дамыған және дамушы елдермен экономикалық байланыстар орнатты, әріптес елдердің шеңберін кеңейтті. Олармен сауда-экономикалық байланыстар тереңдеп, әлемдік нарыққа интеграциялану жағына қарай жылжуда. Мақалада әлемнің тарихи-географиялық сипаттамасының экономикалық алғышарттары; Ұлы Жібек жолының тарихи фактілері қарастырылады; Ұлы Жібек жолының қазіргі кезеңдегі қалыптасуы мен дамуының негізгі проблемалары сипатталады; Ұлы Жібек жолының қатысушы елдердің экономикасына әсер ету бағыттары қарастырылады; Ұлы Жібек жолының қазіргі заманғы бағыттарын дамыту проблемаларын жоюдың негізгі жолдары ұсынылады.

**Түйін сөздер:** экономика, аймақ, саясат, сауда, менеджмент, даму, жаһандану.

## ОСНОВНЫЕ НАПРАВЛЕНИЯ СОВЕРШЕНСТВОВАНИЯ ВНЕШНЕЭКОНОМИЧЕСКОЙ ДЕЯТЕЛЬНОСТИ РЕСПУБЛИКИ КАЗАХСТАН

*\*К. Блеутаева, Д. Бабаи, Д. Дигай, М. Алекбаева*

*НАО «Жетісу университеті им. И. Жансүгірова», Талдықорған, Қазақстан  
e-mail: king\_bara@mail.ru*

**Резюме.** Включение в глобальные экономические процессы сегодня стало необходимым условием обеспечения национального развития для каждой страны, стремящейся к эффективности и конкурентоспособности своей экономики. Изоляция от глобальных процессов неизбежно ведет к отставанию и вытеснению страны в аутсайдеры мировой экономики. Казахстан, став полноправным субъектом международных экономических отношений (МЭА), наладил экономические связи со многими развитыми и развивающимися странами, расширил круг стран-партнеров. Происходит углубление торгово-экономических связей с ними, движение в сторону интеграции в мировой рынок. В статье рассматриваются экономические предпосылки историко-географического описания мира; исторические факты Великого Шелкового пути; описываются основные проблемы становления и развития Великого Шелкового пути на современном этапе; рассматриваются направления влияния Великого Шелкового пути на экономику стран-участниц; предлагаются основные пути устранения проблем развития современных направлений Великого шелкового пути.

**Ключевые слова:** экономика, регион, политика, торговля, менеджмент, развитие, глобализация.

IRSTI 06.51.21  
UDC 336.767.1

<https://doi.org/10.51579/1563-2415.2021-1.08>

## CURRENT STATE OF THE WORLD OIL MARKET

*\*A.A. Yeshtayeva, N.E. Dabyltaeva*

*Al-Farabi Kazakh National University, Almaty, Kazakhstan  
e-mail: eshtaeva1998@mail.ru*

**Annotation.** This paper discusses issues related to the current state of the world oil market. The system of indicators of the development of the world oil market has been determined. Analyzed the current state of the world oil market and changes in it that followed due to the outbreak of coronavirus and the rupture of the OPEC + deal. The modern world market for oil and oil products is one of the key markets in the world economy, which explains the importance of its research in the context of analyzing industry markets. The basic forecast of the development of the world oil market for 2020 is considered. The reasons for the change in the forecast of the oil market development for 2020 are revealed.

**Key words:** world oil market; indicators of the development of the world oil market; OPEC +; price war; pandemic coronavirus COVID-19; trade relations.

**Introduction.** The world oil market is in the focus of attention of the international economic community, since it remains a key source of energy carriers, which strongly influences the dynamics of development of other ener-