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REGIONAL IMPACTS OF THE SILK WAY TO THE ECONOMY OF KAZAKHSTAN

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Introduction. We assume that the effect of the Silk Road on productivity depends on the various types of public infrastructure, so that local infrastructures would enhance economic activity in the area where they are located, whereas transport and communication infrastructure may produce both benefits in the area where they are located and spillovers to other regions. These spillovers can be either positive or negative. The positive spillovers would be caused by the connectivity characteristic of most transport public capital. This network characteristic supposes that any piece of a network is related and subordinate to the entire network, increasing the interrelationships between regions. Hence, part of the infrastructure benefits (if they really exist) would be felt beyond the limits of the region where it is located. Alternatively, the negative spillover would arise from factor migration, in the sense that transportation infrastructure in one region could have a negative effect in those other regions that are the region's closest competitors for labour capital.[1]

The Great Silk Road as a trade route arose in the 3rd century BC. BC. and existed until the XVI century. It was a system of caravan roads leading from China to the countries of the Middle East and Europe. Much of this route ran through the territory of Central Asia and Kazakhstan, or, according to the current terminology, Central Asia.

The route of the Great Silk Road has changed over the centuries: its new branches arose, while others, on the contrary, died off, and the cities and trade points on them fell into disrepair. The Great Silk Road reached its peak in the VIII-XII centuries.

Despite the fact that trade routes have changed, on the map of the Great Silk Road, scientists identify two main routes:

South. It covered the territory from China to the shores of the Black Sea. Lying on the lands of the Pamirs and Aral. The main trade hubs of this route are Syria, Iran, Central Asia, and the south of Kazakhstan through the Talas and Chui valleys to Issyk-Kul. She went to the lands of Turkestan.

North. This road began in the Yellow River Basin, crossed Central Asia and led traders to Iran and Syria, to the provinces of India.

One of the branches of the Great Silk Road (northern) passed through the Kazakh lands, or more precisely, along the south and east, it covered the central territories and went to the west.[3]

The road from west to east is the main highway, which, starting from the second millennium BC. e., allowed to ship goods from Shash to Sairam and further to the Fergana Valley. Merchants were such ancient settlements:

Sayram. About the once large trading settlement of the Great Silk Road today resembles a site of ancient settlement, located near the village of Sairam on r. Sairam-Su. Located 10 km from

Shymkent. Scientists believe that the ancient city of Isfijab, or White City, was once located on this territory, but in the 10th century. He was razed to the ground by the warriors of Khorezmshah Muhammad.



Figure 1 - Economic corridors along the Silk Road

Taraz. Today it is the center of Zhambyl region, and at the time of the Great Silk Road it was a large shopping center of the northern highway. Buddhist monk and pilgrim Xuanzang in his notes called him the city of merchants. From this center merchants went to the east.

Jamukat The history of this ancient settlement, shopping and cultural center, historians "read" on the ruins of Kostobe, or the Double Mound.

Deh Nujikes and Adakhet - transfer points for caravans that went to the north.

Tekabet, Sousse and Kul and Sheldzhi - cities that have arisen around the silver mines. Trading rolls passed through them, overcoming the Talas segment in its mountainous part.

The road from west to east is the main highway, which, starting from the second millennium BC. e., allowed to ship goods from Shash to Sairam and further to the Fergana Valley. Merchants were such ancient settlements:

Southeastern direction were traders who sought to get into the Ili Valley. Their path ran through the south of Kazakhstan, its eastern regions and went to the lake Balkhash.

The road from Otrar to Irtysh and to Europe. Goods from Otrar came from Isfijab. In this ancient city, trade flourished, art and science developed. The descendants have to restore its history, since in the 18th century the city was razed to the ground by the Dzungars, and in the 19th century the settlement was finally abandoned. The merchants on the way from Otrar were interested in the center of this oasis - the city of Keder.

-the first crossed the central and eastern parts of modern Kazakhstan. She went to the Irtysh, opened the way to the Altai region and the steppes of Mongolia. Thanks to her, the central regions could sell cattle, wool, leather, metal.[4]

Following it, the merchants passed through two valleys - Arystandy and Chayan, overcame the Karatau passes, walked through the steppe zone of Central Kazakhstan and went out to the Kengir river. On this way, large settlements appeared where goods exchanged: Bolgan-Ana, Dombgaul, Ormambet and others;

-in the second, traders shipped goods to Khorezm, delivered them to the peoples living in the Volga region and the Caucasus. Sarai Batu and Kaffa are the major shopping centers of the medieval world, which were located on this route.[7]

The influences on the development of the Silk Road.

There are both good and bad influences of the road that lead to different consequences.

Good influences:

1) Because of the Silk Road, the population in the cities increased, as did the production of crafts. Various craftsmen began to appear in the cities, from potters to blacksmiths and so on. Each

master did his own thing, but it is important to understand that every craft from jewelry to metalworking was useful and necessary for the city. This is evidenced by pottery workshops in Talgar, Otrar and many other places.



Figure 2 - Silk Road Economic Corridor, passing through Kazakhstan

2) the impact on the development of trade

The increase in population in the cities and the expansion of crafts led to the development of trade, otherwise it was impossible, because Kazakhstan was on the Silk Road and it was impossible not to grab a piece of this pie. Expansion of crafts allowed to expand and products that can be traded - this is glass, jewelry, products, and so on. The Silk Road appeared on the development of commodity-money relations in Kazakhstan, especially in large cities such as Turkestan, Otrar and others. In addition to money, money was exchanged for grain, goatskins, fabrics, meat, and so on.

3) impact on the development of construction appear:

- bridges
- customs points (represented a wall with a segment in the form of an arch)

Bad influences:

4)An ecological impact

An example is the floods in the spring season in different areas of the Republic of Kazakhstan, similar natural disasters can cause damage to roads and railways along the New Silk Road. For example, in March 2017, because of the flood, routes of 4 trains at once were changed in the Pavlodar region of Kazakhstan. The meltwater swept away the railroad tracks on the Degelen-Mai route. The trains were forced to go around the territory of Russia.

5) accidental spills of oil and other chemicals along the sea routes on the New Silk Road;

- emissions of pollutants into the atmosphere and the marine environment;
- greenhouse gas emissions;
- increase of the level of seismological danger of the regions along the New Silk Road;
- soil pollution and waste generation.

6)Global warming

By increasing the concentration of greenhouse gases and harmful emissions into the atmosphere, this problem is exacerbated every year. Atmospheric pollution occurs due to the development of industry, an increase in transport, and, in general, due to the economic growth of the countries of the world.[5]

7) The international transit corridor in Shymkent is cut off at the Bekzhan market - after that all cars, including large ones, continue their way along the central Kyzyl Zhara street. A car traveling along it, heading towards Saryagash, Makhtaaral, Shardary, Tashkent and back, public and private transport, thereby poisoning the air with exhaust gases.[2]

Conclusion. The Great Silk Road had a great influence on the development of cities built by Turkic-speaking tribes along the caravan road, on the composition of the Kazakh people. Trade relations, the development of economic relations allowed to conduct a mutually beneficial dialogue, share the achievements of culture and art, learn from each other the intricacies of business.[6] The semi-nomadic Turkic-speaking tribes began to move towards settled life, to grow up grain crops, following the example of the Sogdians, to adopt their traditions and customs. Such activities, which appeared in the early Middle Ages, before the XIII — XIV centuries. mutually complemented each other. However, due to the Mongol invasion, trade weakened, and the cities on the caravan route were captured by the Mongols, looted and destroyed. Starting from the XIII century. in connection with the discovery of sea routes, the Great Silk Road began to lose its significance. Since the second half of the XVIII century. Kazakhstan's trade and economic relations are beginning to flourish: in the north - with Russia, in the south - with China.

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