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**"PROSPECTS FOR THE DEVELOPMENT OF COOPERATION BETWEEN
THE EAEU AND THE SCO WITHIN THE FRAMEWORK OF
THE SILK ROAD ECONOMIC BELT"**

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The Silk Road Economic Belt (the “Belt”) represents a free and still developing model of international economic cooperation that can catalyze development and integration in Eurasia and contribute to reducing the security threat. For the first time this idea was put forward by the General Secretary of the Communist Party of China Xi Jinping in September 2013 during a state visit to Kazakhstan [1]. In October 2013, during his visit to Southeast Asia, China's political leader invited members of the Association of Southeast Asian Nations (ASEAN) together to build the "Maritime Silk Road of the 21st century" [2]. Both initiatives were combined into a single political and economic strategy of China, which was called "One Belt, One Road". In March 2015, China published the document "Excellent Prospects and practical actions for the joint creation of the Silk Road Economic Belt and the Maritime Silk Road of the XXI Century", which noted that the main routes of the Silk Road Economic Belt will be:

- 1) from China via Central Asia and Russia to Europe (to the Baltic Sea);
- 2) from China via Central Asia and West Asia to the Persian Gulf and the Mediterranean Sea;
- 3) from China to Southeast Asia, South Asia, to the Indian Ocean.

The directions of the Silk Road Economic Belt include the two a ways:

1) from China's seaports through the South China Sea to the Indian Ocean and further to Europe;

2) from Chinese ports through the South China Sea to the South Pacific Ocean. Thus, China is striving to strengthen its political, trade and economic influence throughout the Eurasian space, in Southeast and South Asia [3].

Xi Jinping formulated the "Belt" action programme of five points:

1) strengthening the coordination of the states of the region in the political sphere, since they are currently rather poorly developed compared to the level of development of economic contacts with the countries of the region;

2) intensification of the construction of a unified road network "from the Pacific Ocean to the Baltic Sea", which should connect South, East and West Asia;

3) development of trade by removing trade barriers, reducing trade costs and investments, increasing the speed and quality of economic transactions in the region;

4) an increase in foreign exchange flows due to the transition to settlements in national currencies, where the countries of the region already have a successful experience of cooperation, which in the future will reduce costs and increase the competitiveness of the region;

5) strengthening the role of national diplomacy, expanding direct ties between the peoples of the countries of the region [4].

The declared initiative in a very short time began to turn not just into a concept, but into an international megaproject of great economic interest not only for China, but also for all countries located along the Great Silk Road, including Kazakhstan. So, these issues were discussed on June 24, 2016 at the historic anniversary summit of the Shanghai Cooperation Organization (SCO) in Tashkent, which attracted the attention of the world community [5].

Today, many experts emphasize the importance of this Chinese project to reorganize the developed system of trade and economic relations throughout Eurasia. A large number of studies and forecasts regarding the impressive volumes of cargo transportation that will go from East to West along the created economic corridors only confirm this interest. Three decades of structural changes and rapid growth compared to many countries of the world have made China the engine of the world economy one of the two leading economies in the world. The country has also become the world's largest producer and exporter of most types of industrial products. It should also be noted that China is one of the key trade and economic partners of the EAEU and SCO members.

At the present stage, an important sector for Central Asia is the construction of railways and highways. For a region with huge but sparsely populated territories, the development of transport links is of double importance. The Western China-Western Europe road corridor will bring China the revival of trade with Central Asia and the implementation of "The Economic Belt of the Silk Road" is a transcontinental route between Europe and Central Asia. Thus, the importance of land routes in Central Asia will only increase in the near future [6]. In addition, in the current difficult conditions, it is very important for countries to search for effective economic corridors, expand product sales markets, establish equal access to common infrastructure and attract investment in the economy. This explains that both the EAEU states and China are interested in implementing large-scale infrastructure projects in the greater Eurasia area.

Although the "Belt" project is extremely ambitious and designed for the long term, it is not yet aimed at and does not undermine the other two - the development of the Shanghai Cooperation Organization (SCO) and the Eurasian Economic Union (EAEU). Russia is interested in intensifying the processes of linking the "Belt", the EAEU and the SCO. Russia's interest is clearly visible on the rails of the SCO's interaction with the EAEU and the Silk Road. At the same time, various options are possible in this process: 1) the development of integration along the "northern route": SCO - EAEU, including the strengthening of the Eurasian Development Bank through the integration of Chinese resources; 2) the "Southern scenario" - SCO - Silk Road, which, however, is

considered as a later one in terms of possible timing and possibilities of implementation. The option of parallel development of three projects is not excluded [7].

At the moment, China does not have free trade agreements with any of the countries in the region, and China is interested in developing relations with the EAEU and is already building formats for multilateral cooperation. On the part of the EAEU, there is also an understanding of the need to intensify cooperation with external partners. Among the priority projects, an important place is occupied by the interface with the "One Belt, One Road" project, as well as the deepening of cooperation with the SCO. On October 25, 2019, the Agreement on Trade and Economic Cooperation between the Eurasian Economic Union and its member States, on the one hand, and the People's Republic of China, on the other hand, entered into force. This Agreement creates a legal basis for trade and economic cooperation between the Union, as a single entity, and China on a wide range of

issues [8].

The idea that the "Belt" is the best tool for stimulating ties between the SCO and the EAEU is supported by the SCO leadership, as well as individual members. All SCO members expressed firm support for the concept of building the "Belt", recognizing that this could allow them to increase the level of business cooperation in all areas, deepen their mutual dialogue, strengthen mutual trust and "expand the agenda of cooperation, which previously focused primarily on security, to expand and deepen economic cooperation" [9].

It is assumed that China's "One Belt, One Road" initiative has made a significant contribution to economic cooperation between SCO members and that its construction has given a new impetus to the SCO for "cooperation in the field of transport and the creation of infrastructure, transport corridors and logistics centers aimed at developing trade within the SCO" [10]. Analyzing the above, we can identify a certain consensus between China, the Central Asian countries and Russia on the importance of developing the economic function of the SCO and similar mechanisms on the widest scale, which will undoubtedly contribute to the implementation of the "Belt". In addition, the creation of the "Belt" objectively requires the strengthening of existing institutions and their economic functions. At the same time, in connection with the transition of the EAEU from "cohesion and mutual assistance" to "planning for economic integration", as it was expressed in the official statement of January 1, 2015, the SCO needs to build a mechanism of interaction with the EAEU as soon as possible in order to exchange opinions in a timely manner, to transmit information to each other about changes in the functions of organizations on a mutual basis, and also strive for mutual trust. The "Belt" programme also notes the need for cooperation with the EAEU and the SCO. Thus,

the interaction of the EAEU and the SCO can serve as a foundation for the "Belt", since they are real operating regional organizations with developed mechanisms for coordinating cooperation in various fields. The diverse institutional structures of the EAEU and the SCO, working at the level of heads of state, heads of government, ministers, national coordinators, experts, can serve as a valuable resource for the "Belt". In addition, economic development is impossible without stability, in this sense, the function of ensuring the security of the EAEU and the SCO will contribute to the creation of the "Belt" [11].

It is not surprising that Kazakhstan welcomed the "Belt" from the very beginning: Xi's proposal not only perfectly corresponds to Kazakhstan's self-perception as the backbone of the modern Silk Road, but also fits well with the consistent efforts of the Government of Kazakhstan to modernize the internal transport infrastructure and increase the efficiency of its use. integrate it into international transport systems. It should be noted here that on August 30 - September 3, 2015, during the official visit of the First President N.A. Nazarbayev to China adopted the Joint Statement of the Republic of Kazakhstan and the People's Republic of China on a new stage of relations of a full-scale strategic nature. This document lays the foundation for joint promotion of cooperation at the junction of the New Economic Policy of Kazakhstan "Nurly Zhol" and the Silk Road Economic

Belt [12]. In terms of their content, the two programs complement each other, as they are aimed at the development of infrastructure and industrialization in Kazakhstan, primarily transport and communications. And also initiates a consistent plan to organize industrial cooperation between the two countries in a wider range of fields, such as metallurgy, agriculture, chemical industry, mechanical engineering, etc.

From Kazakhstan, the “Belt” is distributed in three directions. The northern branch extends from Nur-Sultan through Petropavlovsk to Yekaterinburg (Russia) and further to Europe. The central branch crosses the Kazakh port of Atyrau, the Caspian Sea, Azerbaijan, Georgia and Turkey, by passing Russia, and the southern reaches Iran and Oman through Turkmenistan. Kazakhstan did not need to lobby for the use of any particular branch. Geography and logistics play into the hands of Kazakhstan, since the country is located in the center of Eurasia [13].

As for road transport, the main project for Kazakhstan is participation in the transcontinental corridor "Western Europe - Western China". The total length of the corridor is 8,445 km. In Kazakhstan, it passes through five regions - Aktobe, Kyzylorda, South Kazakhstan, Zhambyl and Almaty. Most of the Kazakhstan section has already been reconstructed and opened at the end of 2016. The opening of this transport artery has significant advantages both for Kazakhstan and for neighboring countries. The Western Europe- Western China highway will significantly reduce the time of cargo transportation compared to existing alternative corridors. The journey from the Chinese port of Lianyungang to the EU will take about 10 days [14]. Kazakhstan also plays a leading role in the development of railway infrastructure. Since the beginning of independence, Kazakhstan has built more railways than all the CIS countries combined. By developing railways, Kazakhstan wants to compete with the existing Trans-Siberian and Southern Sea routes. Both of these routes are less profitable for China in terms of length and time than the route through Kazakhstan (from the Chinese city of Chongqing through the Kazakh Dostyk station on the border with China to the German city of Duisburg, which is located in the delta of the Rhine and Ruhr rivers in North Rhine-Westphalia). According to JSC "National Company Kazakhstan Temir Zholy", the length of the Trans-Siberian route is 11.100 km, the travel time is 18-20 days, the Southern Sea Route is 23,000 km and 45-60 days, the Kazakhstan route is 10.800 km and 15 days [15].

The implementation of the above-mentioned infrastructure projects is part of the strategic initiative "Kazakhstan - the New Silk Road", announced in 2012 by the First President of Kazakhstan N.A.Nazarbayev [16]. In accordance with this initiative, the Government of Kazakhstan wants to see Kazakhstan as the largest business and transit hub of the Central Asian region, through which most of the cargo between Europe and Asia will pass. The implementation of the Chinese initiative and Eurasian integration may lead to the formation of a new economic structure in the Eurasian space, where Central Asia will become the main link.

For Kazakhstan, as for other Central Asian countries, it is important to participate in the implementation of integration projects, effectively use emerging new opportunities and advantages of regional cooperation, while striving to minimize risks and threats. Thanks to the cooperation of the EAEU and the SCO within the framework of the Silk Road Economic Belt, it is expected to create a strong link between developed East Asian and European states, taking advantage of the Silk Road routes that have existed since ancient times. As a result, a solid foundation of economic cooperation between these territories should be formed. To achieve

these goals, the “Belt” initiative is obliged to take into account five key principles of coexistence and integration: openness, maintaining peace, universal prosperity, innovative development and harmonious coexistence of civilizations. It is the EAEU and the SCO in modern conditions of geopolitical and geo-economic reality that represent the nodes around which stable ties between Europe and Asia are formed [17].

In conclusion, the Silk Road Economic Belt is certainly a continuation of the ancient Silk Road and an important initiative designed for a long-term perspective for many decades to come. But there is still a lot of work to be done for its full implementation.

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ЦИФРЛЫҚ ДӘУІРДЕ ҰМЫТ БОЛУ ҚҰҚЫҒЫ: ДЕРЕКТЕРДІ ШЕКАРАДАН ТЫС ҚОРҒАУ МӘСЕЛЕЛЕРІ

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Цифрлық дәуірдің басталуымен қатар, Интернет желісі өміріміздің ауқымды бөлігін қамтиды. Тіптен, құқықтық қатынастар да электронды түрде жүргізілуде. Соған сәйкес, азаматтардың да жеке дербес деректері цифрлық операторларда өңделіп, базада жинақталатын болды. Электронды жүйеде, яғни операторларда сақталған деректерге кепілдік беру сенімсіздік тудырады. Өйткені, техникалық ақаулықтар болған жағдайда кез-келген сәтте әрбір жеке дербес деректер интернет желісінде немесе өзге де қосымшаларда бірден қолжетімді болуы мүмкін. Сонымен қатар, осындай сәтті пайдаланып кез келген адам қитұрқы әрекетке баруы мүмкін. Бір ғана батырманы басу арқылы жеке тұлға туралы ақпарат интернет желісінде ашық таралып, қолжетімді болу қаупі де бар. Ықтимал жағдайлардың бірі – жеке тұлғаға қатысты жалған мәліметтердің әдейі таратылуы. Осы сынды жағдайлардың құрбанына айналмас үшін Еуропалық Одақтың Деректерді қорғау бойынша жалпы регламентінің (GDPR) 17-бабында «деректерді жою құқығы» немесе «ұмыт болу құқығы» бекітілген.

Тақырыптың дамуы және зерттеу әдістері
Аталған «ұмыт болу» құқығы Қазақстан заңнамаларында әлі де қарастырылмағандықтан, бұл жөнінде ғылыми зерттеулер мен құқықтық талдаулар жоқтың қасы. Сондықтан осы мақала шетелдік ғылыми және теориялық материалдарды зерттеу әдісі арқылы негізделеді. Логикалық әдіс «ұмыт болу» құқығының заң негізінде жүзеге асырылу мәселелерін құқықтық негіздеуде қолданылды.

ЕО деректерді қорғау туралы заңнамасы және сот практикасы
Конституциялық деңгейде ЕО бүкіл әлемдегі деректердің құпиялылығының ең озық стандарттарының бірін ұстанады. 2000 жылы қабылданған ЕО Негізгі құқықтар бойынша Хартиясы ЕО құқықтық жүйесінде деректерді қорғау құқығын Конституциялық тануды енгізді [1]. Хартияның 7-бабы «жеке және отбасылық өмірді құрметтеу» деп аталады және Адам құқықтары жөніндегі Еуропалық конвенцияның 8-бабының мазмұнын растағанын, онда «әркімнің өзінің жеке және отбасылық өмірін, тұрғын үйін және коммуникациясын