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стран-членов ЕАЭС, однако также существуют проблемы, связанные с некоторыми аспектами миграционного процесса. (7)

На основании полученных результатов исследования были сделаны рекомендации по регулированию трудовой миграции в ЕАЭС. В частности, было предложено усовершенствовать законодательство и механизмы контроля за трудовой миграцией, а также разработать меры по поддержке мигрантов и их социальной адаптации.

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THE TEN-YEAR DEVELOPMENT PATH OF THE BRI

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A Ten-Year Summary of the Development of the BRI.

2023 marks the 10th anniversary of the Belt and Road Initiative (BRI). At the beginning of the new year, China signed memorandums of understanding on the BRI with the Philippines and Turkmenistan, which fully demonstrates that the Initiative is in line with the historical trend of economic globalization and the era's requirements for global governance system reform. The BRI has always maintained strong resilience and vitality, providing new opportunities for the world. As a fundamental national policy of China, opening-up has driven the high-quality development of BRI and promoted high-level opening-up to the world. BRI has become an open and global cooperation platform that spans geographical limitations, breaks cultural differences, and integrates development needs, and it will make solid contributions to the recovery of the world economy. Up to now, the BRI has yielded fruitful results, and it has become a popular international public product and cooperation

platform, covering two-thirds of the world's countries and one-third of international organizations. China has deeply integrated into a new and massive international system and formed a larger, wider, and deeper pattern of opening-up. Admittedly, the deepest international background of the BRI is contemporary globalization. In this era, especially after experiencing the unprecedented challenge of the COVID-19 pandemic, peace, development, security, and governance deficits are exacerbating, and human society is facing unprecedented common challenges.

In 2022, the world experienced frequent turmoil and conflicts, and the Russia-Ukraine war created obstacles for the stable operation of the world economic order. In response to these challenges, China proposed the Global Security Initiative and the Global Development Initiative, incorporating the core concept of the BRI and its "co-consultation, co-construction, and sharing" into relevant documents of the United Nations, G20, APEC, and other regional organizations. Currently, China has signed over 200 cooperation agreements with 151 countries and 32 international organizations on the BRI, resulting in over 3,000 cooperation projects with a total investment of nearly 1 trillion US dollars [1], which has significantly promoted the "paradigm" effect of global international cooperation. Meanwhile, the establishment of multilateral development institutions and international cooperation platforms, such as the Asian Infrastructure Investment Bank and the Silk Road Fund, has also promoted the development of the global governance system towards greater fairness and reasonableness.

As of May 2022, China's non-financial direct investment in countries along BRI has exceeded \$140 billion, and the China-Europe Railway Express has operated 55,493 trains carrying 4.8 million TEUs. China has signed Authorized Economic Operator (AEO) mutual recognition agreements with 32 BRI partner countries and regions. With the help of the China-Europe Railway Express, China and BRI partner countries have gained new transportation, logistics, and trade arteries, leveraged each other's complementary economic advantages, and improved their development levels. Up to now, China has signed more than 200 cooperation documents on jointly building the BRI with 151 countries and 32 international organizations. Key projects such as the China-Laos Railway and Hungary-Serbia Railway are steadily progressing in construction and operation, and a series of "small and beautiful" livelihood projects such as agriculture, healthcare, and poverty reduction have been implemented. According to customs data, in 2022, the scale of China's imports and exports with BRI countries reached a historic high, accounting for 32.9% of China's total foreign trade value, an increase of 3.2% compared to the previous year and 7.9% since the inception of the BRI in 2013[2]. At the same time, bilateral investments between China and BRI countries have reached a new level, covering multiple industries. While promoting China's economic development, the BRI has also brought tangible benefits to the countries along the route.

As a major initiative for China to expand its opening-up to the outside world, the BRI has opened a new chapter for China's economic development and global economic growth, becoming the largest international cooperation platform and the most popular international public product in the world today. According to a global public opinion survey by the University of Cambridge, China's positive evaluation in BRI countries has reached 62%, indicating an increase in its influence. A 2019 research report by the World Bank showed that if all transport infrastructure projects under the BRI framework could be fully implemented, they could bring annual benefits of \$1.6 trillion to the world by 2030, accounting for 1.3% of the world's total economic output [3]. Currently, with the continuous downturn in the global economic recovery prospects, the role of the BRI in promoting economic growth in relevant countries and regions and promoting global common development is becoming increasingly important. The achievements of the past decade fully demonstrate that jointly building the BRI meets the development needs of the world, meets the expectations of the international community, and has maintained strong resilience and vitality.

Lessons learned from the 10th anniversary of the BRI

The BRI has achieved great success and there are many valuable experiences to be summarized. Starting from the initial construction of roads and infrastructure, it quickly extended to various social and public areas such as industrial chains, resource development, and environmental protection, and the construction of "Green Silk Road", "Digital Silk Road", and "Health Silk Road" achieved comprehensive development of the BRI.

Firstly, Southeast Asia is the most complete embodiment of the BRI, and China and ASEAN have achieved great success in this regard. In addition to inter-connectivity railway networks such as the China-Laos Railway and the Jakarta-Bandung High-Speed Railway, China and Southeast Asian countries have cooperated very stably in terms of industrial chain, supply chain, and capital chain. Therefore, ASEAN has become China's largest trading partner and also the largest area for China's outbound investment, which is a complete template. Secondly, the rise of CNY's position in the BRI along the global market comes from the support of the BRI for the internationalization of the CNY, which will further support the high-quality construction of the Belt and Road Initiative. For example, in the Middle East region, the combination of infrastructure, energy imports, and CNY internationalization have all made great breakthroughs. Thirdly, the BRI are connected through land and sea transportation. Land and sea transportation has driven the huge development of the logistics industry. Now, the BRI is far beyond a single railway or road, but a connected road of multimodal transport. Among them, the Hungary-Serbia railway from the Greek port of Piraeus to the north through Macedonia and Serbia, can be said to have grown up accidentally. Due to the land and sea transportation, the connection between Greece and Hungary has not only been critical for these few countries, but also has brought about significant changes to the economic pattern of the entire Europe. Fourthly, the BRI has driven the economic development of some countries. The most obvious example is the China-Pakistan Economic Corridor, which has opened up the passage from the Gwadar Port in Pakistan to the north of the Red Cliffs Mountain, connecting the north and the south and establishing some very important energy power plants, thus driving industrial development. Therefore, Pakistan is now in the stage of industrial take-off [4]. Fifthly, the BRI has applied multilateral mechanisms, which has promoted the joint participation of regional and global multilateral mechanisms. Among them, the most important two mechanisms are the Shanghai Cooperation Organization and the Asian Infrastructure Investment Bank, which provide support for the multilateral cooperation of the Belt and Road Initiative. At the same time, "black swan" and "gray rhinoceros" events have also posed severe challenges to the BRI. The Russia-Ukraine conflict has created unprecedented obstacles and difficulties for the Central Asian and Eurasian corridors.

The future of BRI

In my opinion, to ensure the future development of BRI over the next decade, it is necessary to make appropriate adjustments based on changes. As a system, the BRI has already taken shape, but it needs to be systematically adjusted and upgraded to a new version for the next decade or even longer period based on the changes in the development and its own development.

As a long-term initiative and strategy, the success and stability of an international cooperation initiative depend on its sufficient international legitimacy. In this regard, the BRI has sufficient international legitimacy for the next decade, as it is basically consistent with the United Nations' 2030 Agenda for Sustainable Development and China's global development initiative. Therefore, the BRI needs to be shaped towards economic, development, and international aspects.

In addition to resilience, a long-term strategy also requires long-term persistence. From two secondary indicators, one is the development of the Chinese economy. When the BRI was conceived and proposed in 2012 and 2013, it was based on China's high-speed economic development. However, in the past decade, the growth rate of the Chinese economy has changed, especially with the significant fluctuations caused by the pandemic. Therefore, long-term economic development will be an important indicator for the next decade. The other secondary indicator is the demand of

BRI countries for the BRI. In the post-pandemic world, each country needs to develop its economy and infrastructure, which is a strong support for the BRI's persistence.

If the core competitiveness of the BRI in the past decade was connectivity and infrastructure construction, then what will be the core competitiveness after 2023 in the post-pandemic world? Connectivity, infrastructure construction, and trade will still be the core elements of competitiveness. However, can a new development model that matches the needs of other BRI countries be found? This model may include industrialization, industrial upgrading, low-carbonization, informatization, digitization, people's livelihood, and internationalization of urban development. If it can match the new development needs and become a new model, the core competitiveness can be further consolidated[5]. There are two paths to respond to competition: competition and compatibility. Both competition and compatibility are not easy, so how to adapt and respond to competitiveness will be an important indicator for the next decade to focus on building the BRI.

Today, the competition and game of big powers are becoming increasingly fierce, and multiple impacts are putting new pressure on global economic growth. The growth of developed economies and emerging economies is becoming increasingly differentiated, and the growth rate of the world economy will further slow down. The external harsh environment has also put forward new expectations and new requirements for the construction of the BRI. The past decade was a new beginning for co-building the BRI. In the future, co-building the BRI will open a new journey in the practice of international cooperation at a larger scale, higher level, and deeper level. The future of the BRI will be based on overcoming challenges and obstacles to achieve higher-quality consultation, construction, and sharing.

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ҚОСЫМША БІЛІМ БЕРУДІ ҚАРЖЫЛАНДЫРУ ӘДІСІ

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