

## **ECONOMIC COOPERATION BETWEEN BELARUS AND CHINA IN THE TRANSPORT AND LOGISTICS SECTOR**

Ващило А. А., Лесниченко-Роговская М. В.

Институт бизнеса БГУ

vashchylahanna@gmail.com, mari\_lesnichenko@mail.ru

In the last two decades, there has been an increase in the intensity of Euro-Asian transport links, caused by the strengthening of the position of China, which claims to be the leading global economic center.

In the Program of Socio-Economic Development of the Republic of Belarus for 2021-2025 the expansion of trade and economic cooperation with China is considered as one of the conditions for diversifying the export of goods and services, and attracting Chinese investment as an important source of implementation of projects to create new industries, transport, logistics, tourism and social infrastructure as well as projects significant for the development of regions of countries [1].

The primary tasks that China sets for itself in implementing its transport strategy in the Eurasian space are the following:

- creation of an established logistics infrastructure for transporting energy resources to China;
- creating a transport corridor for the export of Chinese goods to European countries and strengthening its position in this region;
- diversification of land routes to Europe;
- development of transport infrastructure in the northwestern regions of China. When exploring issues of interaction in the transport and logistics sector between Belarus and China, the emphasis is on cooperation with the cities of Tianjin, Qingdao and Chongqing.

China is a major buyer of potash fertilizers from Belarus, and at the same time an important export destination for maritime cargo transport services. Currently, China's share in Belarusian exports of maritime transport services is 8,8 %, and the balance in mutual trade for this type of services is consistently positive [2, p. 109].

It should be noted that work is currently underway to redirect the transportation of potash fertilizers from sea transport to rail (in containers), which causes a decrease in the share of sea transport in foreign trade in transport services of Belarus. An increase in the production and export of potash fertilizers may lead to an increase in the volume of transport services provided by both sea and rail transport.

The Belarusian Railway is one of the most important links in ensuring trade and economic relations between the countries of the European Union in communication with the countries of the Asia-Pacific region. Transit transportation of goods is key for the railway complex of Belarus. The main transit cargoes are: coal, oil cargo, as well as chemical and mineral fertilizers, ferrous metals, chemicals, etc. Transportation to the countries of the European Union and back along the II Pan-European Transport Corridor, which, in connection with the Trans-Siberian Railway, forms the shortest and the optimal overland route for transporting foreign trade goods in Europe – China – Europe traffic.

Currently, container trains connect 60 cities in China with 170 cities in 23 European countries. On average, the Belarusian Railway provides transit and terminal processing of about 25 container trains per day in the China – Europe – China route.

To carry out rail transportation, Chinese railways usually attract large international logistics companies with extensive experience and an excellent reputation in the market. This explains the fact that Belarus has small volumes of exports of railway transport services to China. The Belarusian Railway receives export payments not from the Chinese side directly, but from these logistics companies (with their home country in Germany or other European countries).

According to the Directive “On the development of bilateral relations of the Republic of Belarus with the People’s Republic of China” dated December 3, 2021, it is envisaged to create an international logistics hub on the China-Europe land route through the functioning of an international logistics consortium and to work out the issue of joining the Great Stone industrial park by 2025 to the European railway track (1435 mm) from the Belarusian-Polish border” [3].

Today, in the process of coordinating transportation between China and other countries, including transportation along the China–Europe route, the following interactions are used:

- 1) the platform servicing the flight coordinates transportation along the entire route;
- 2) the service platform is authorized by China Railway International Multimodal Transport CO., LTD. for transportation within the country and a foreign logistics company for transportation outside its borders;
- 3) the service platform is authorized by China Railway International Multimodal Transport CO., LTD. to coordinate transportation along the entire route;
- 4) on the Chinese section of the route, the flight is serviced by China Railway International Multimodal Transport CO., LTD., and on the foreign section – by the transport company itself. Railroad carriers from different countries along the route have not come to a consensus on the issues of stopping points, schedules, price standards for transportation, etc.

#### **Список использованных источников**

1. Программа социально-экономического развития Республики Беларусь на 2021–2025 годы. – Режим доступа: <https://economy.gov.by/uploads/files/macro-prognoz/Programma-2025-nov-red.pdf>. – Дата обращения: 09.03.2023.
2. Булко О. С., Милашевич Е. А, Якубук Ю. П. [и др.] Транспортно-логистический потенциал Беларуси в рамках инициативы «Пояс и путь»: риски и перспективы реализации. – Минск: Беларуская навука, 2022. – 317 с.
3. Директива № 9 от 3 декабря 2021 г. «О развитии двусторонних отношений Республики Беларусь с Китайской Народной Республикой» – Режим доступа: <https://president.gov.by/ru/documents/direktiva-no-9-ot-3-dekabrya-2021-g>. – Дата обращения: 14.05.2023.