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## CHARACTERISTICS OF THE GLOBAL TRANSPORT SYSTEM

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The leading branch of material production is transport, without which it would not be possible to overcome the territorial gap between the production and consumption of goods and services [1]. According to the World Bank, the global transport market is estimated at \$ 4,2 trillion (6,8 % of global GDP) [2]. Transport has evolved into a highly complex, interdependent, technology-driven industry that consumes a significant portion of the world's energy and natural resources

Since the mid-20th century, road transport has become the leading type of land transport. The length of its network is growing and has now reached 27,8 million km, with about 1/2 accounted for in the United States, India, Russia, Japan, and China. In terms of the level of motorization in the world, the United States and Western European countries are leading. Road transport also holds the first place in the volume of passenger traffic – 82 % of the world volume.

Rail transport is inferior to road transport in terms of the volume of goods transported (9 % of the world volume), but it is still an important type of land transport. The world railway network as a whole was formed at the beginning of the XX century, its length is now 13,2 million km with a significant uneven distribution. Although the Railways are available in 140 countries, more than 1/2 of their total length is necessary on the Top-10 countries: the USA, Russia, Canada, India, China, Australia, Argentina, France, Germany and Brazil. Especially in terms of network density, the countries of Europe stand out. But along with this, there are vast areas where the railway network is very rare or absent.

Pipeline transport is actively developing due to the rapid growth of oil and natural gas production and the territorial gap that exists between the main areas of their production and consumption. Pipeline transport accounts for 11 % of the world's cargo turnover, a network length is more than 2,0 mln. km.

Water transport is primarily characterized by the outstanding role of maritime transport. It accounts for 62 % of the world's cargo turnover, and also serves about 4/5 of all international trade. It is thanks to the development of maritime transport that the ocean no longer divides, but connects countries and continents. The total length of the sea routes is 1 mln. km. Sea vessels transport mainly bulk cargo: oil, petroleum products, coal, ore, grain and others, and usually at a distance of 8000–10000 km. Sea transportation is provided by the merchant marine fleet, the total tonnage of which exceeds 456 million tons. The international sea channels (especially the Suez and Panama Canals) and the Straits of the Sea (the English Channel, Gibraltar, etc.) have a very large influence on the geography of maritime transport.

The density of the transport network, which most characterizes the availability of it, in most developed countries is 50–60 km per 100 km of territory, and in developing countries 5–10 km. In economically developed countries more than 80 % of the world's automobile fleet is concentrated, almost 2/3 of all ports in the world are located in them, and 3/4 of

the world's cargo turnover is performed. This transport subsystem is also characterized by a high technical level.

A special part of the world transport system consists of transport corridors and hubs. The system of international transport corridors also includes export and transit trunk pipelines.

#### REFERENCES

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## CHINA – EU: INDICATORS OF FOREIGN TRADE COOPERATION

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The European Union and China are two of the biggest traders in the world. China is now the EU's second-biggest trading partner behind the United States and the EU is China's biggest trading partner.

China is the EU's biggest source of imports and its second-biggest export market. China and Europe trade on average over €1 billion a day. EU's main imports from China are industrial and consumer goods, machinery and equipment, and footwear and clothing. EU main exports to China are: machinery and equipment, motor vehicles, aircraft, and chemicals. EU-China trade in services amounts to more than 10 % of total trade in goods, and the EU's exports of services make up 19 % of EU's total exports of goods. Although the EU currently has a trade deficit with China European exports to other destinations; in fact the EU's overall trade balance is positive.

The dynamics of the indicators of EU-China cooperation is presented in Table 1.

**Table 1 – Dynamics of EU-China trade indicators**

In € bn

Indicator	2018			2019		
	EU import	EU export	Balance	EU import	EU import	Balance
Trade in goods	342,6	188,0	-154,7	363,0	198,2	-164,78
Trade in services	30,8	47,9	17,1	32,8	52,5	19,7
Foreign direct investment	*	*	*	69,3	198,7	129,4

The source: [1].