

Zhang Haohe Northwestern University, PRC, Shaanxi Province, Xi'an
e-mail: gooddrink220@gmail.com**TRANSPORTATION CORRIDORS «CHINA-EUROPE EXPRESS»
IN THE CONDITIONS OF DEVELOPMENT OF INTERNATIONAL
ECONOMIC RELATIONS**

In the article the author examines the current state, including the problems of the development of international transport corridors running from China to the countries of the European region. The proposal and development of the Belt and Road Cooperation Initiative by the Sino-European Railway Express has played a pivotal role in promoting trade of China and Europe and the countries along the route. The author shows the features of the development of economic relations after the new coronavirus epidemic in 2020.

To stimulate the rapid economic recovery of the countries along the route, the PRC came up with a new concept of dual domestic and international cycles, and the China-Europe Express became an important transport link connecting China, Central Asia, Central and North Asia and Europe. The author of the article notes that the initiative from the Chinese side has become an important engine of global economic growth, taking advantage of the «One Belt – One Road» policy.

However, excessive operating costs, asymmetric market information, underdeveloped infrastructure along the route, and heavy reliance on government subsidies limit the sustainable development of China-Europe railway transit routes. In the context of international economic relations, this article analyzes the many challenges facing China-Europe Railway Express, and the author proposes appropriate solutions and proposals to prove the prospects for the development of the above-named project.

Key words: International trade; China-Europe Express; world economy; dual circulation strategy; Chang'an train; One Belt – One Road project; countermeasures; infrastructure, government subsidies.

Чжан Хаохэ

Солтүстік-Батыс университеті, ҚХР, Шэньси провинциясы, Сиань қ.
e-mail: gooddrink220@gmail.com**Халықаралық экономикалық қатынастарды дамыту жағдайындағы
«China-Europe express» көлік дәліздері**

Мақалада автор Қытайдан Еуропалық аймақ елдеріне дейінгі халықаралық көлік дәліздерін дамыту мәселелерін қоса қазіргі жағдайды қарастырады. Қытай-Еуропа теміржол экспрессінің «Бір белдеу – бір жол» ынтымақтастық бастамасын ұсыну және дамыту Қытай мен Еуропа мен маршрут бойында орналасқан елдер арасындағы сауданы дамытуда шешуші рөл атқарды. Автор 2020 жылы жаңа коронавирустық індеттен кейінгі экономикалық қатынастардың даму ерекшеліктерін көрсетті.

Маршрут бойында орналасқан елдердің экономикасын тез қалпына келтіруді ынталандыру үшін ҚХР Қос ішкі және халықаралық циклдердің жаңа тұжырымдамасын ұсынды, ал Қытай-Еуропа экспрессі Қытай, Орталық Азия, Орталық және Солтүстік Азия мен Еуропаны байланыстыратын маңызды көлік байланысына айналды. Мақала авторы Қытай тарапынан бастама жаһандық экономикалық өсудің маңызды қозғалтқышына айналғанын, «Бір белдеу – бір жол» саясатының артықшылығын пайдаланатынын атап өтті.

Алайда шамадан тыс пайдалану шығыстары, нарықтық ақпараттың асимметриясы, маршрут бойындағы инфрақұрылым объектілерінің артта қалуы және мемлекеттік субсидияларға қатты тәуелділік Қытай-Еуропа темір жол транзиттік жолдарының тұрақты дамуын шектейді. Халықаралық экономикалық қатынастар контекстінде бұл мақалада China-Europe Railway Express кездесетін көптеген мәселелер талданады; автор жоғарыда аталған жобаның даму перспективаларын дәлелдеу үшін тиісті шешімдер мен ұсыныстарды ұсынады.

Түйін сөздер: халықаралық сауда, Қытай-Еуропалық экспресс, әлемдік экономика, Қос айналым стратегиясы, Чанъань пойызы, «Бір белдеу – бір жол» жобасы, қарсы шаралар, инфрақұрылым объектілері, мемлекеттік субсидиялар.

Чжан Хаохэ

Северо-Западный университет, Китай, провинция Шэньси, г. Сиань

e-mail: gooddrink220@gmail.com

Транспортные коридоры «China-Europe express» в условиях развития международных экономических отношений

В статье автором рассматривается современное состояние, включая проблемы развития международных транспортных коридоров, пролегающих от Китая до стран европейского региона. Предложение и развитие инициативы сотрудничества «Один пояс, один путь» со стороны Китайско-европейского железнодорожного экспресса сыграли решающую роль в содействии развитию торговли между Китаем и Европой и странами, расположенными вдоль маршрута. Автором показаны особенности развития экономических отношений после новой коронавирусной эпидемии в 2020 году.

Чтобы стимулировать быстрое восстановление экономики стран, расположенных вдоль маршрута, КНР выступила с новой концепцией двойных внутренних и международных циклов, а экспресс Китай-Европа стал важным транспортным звеном, соединяющим Китай, Центральную Азию, Центральную и Северную Азию и Европу. Автор статьи отмечает, что инициатива с китайской стороны стала важным двигателем глобального экономического роста, использует преимущества политики «Один пояс – один путь».

Однако чрезмерные эксплуатационные расходы, асимметричность рыночной информации, отсталость объектов инфраструктуры вдоль маршрута и сильная зависимость от государственных субсидий ограничивают устойчивое развитие железнодорожных транзитных путей Китай-Европа. В контексте международных экономических отношений в данной статье анализируется множество проблем, с которыми сталкивается China-Europe Railway Express; автором предлагаются соответствующие решения и предложения для доказательности перспектив развития вышеуказанного проекта.

Ключевые слова: международная торговля, Китайско-европейский экспресс, мировая экономика, стратегия двойной циркуляции, Чаньань поезд, проект «Один пояс – один путь», контракты, объекты инфраструктуры, государственные субсидии.

Introduction

According to the latest data, in 2020 China-Europe freight trains will serve more than 10,000 trains, reaching 10,180 trains, again set a record with 927,000 TEU containers, 54% more than last year. The «One Belt, One Way» project, China-Europe trains will go to Europe, to 21 countries and will cover 92 cities.

Since the outbreak of the epidemic of 2020, the Railways Department has established a mechanism for regular consultations with railway enterprises in Russia, Kazakhstan, and other countries to reduce transportation times and improve transportation efficiency; development of the Kaliningrad-Baltic-Germany-Sassnitz route, etc. New routes of operations, as well as the entry into the market of new economic countries such as Lithuania, Serbia, and Ukraine, have added a new impetus to the development of the China-Europe express.

COVID-19 has played a role in accelerating economic recovery and has significantly reduced international trade and investment. Against this background, he stimulated the recovery of the world economy and contributed to the qualitative development of the international economy. However, with the development of the China-Europe rail express, many problems have arisen, such as asymmetric market information, underdevelopment of

infrastructure along the route, and heavy reliance on government subsidies.

In view of the sustainable development of the China-Europe Express, this article analyzes the current challenges faced by the China-Europe Express. From the point of view of the world, economy and solutions are proposed to provide real proposals aimed at the future development of the China-Europe express.

Literature review

The author Sun Chang Yue is mentioned in the 01. 2021 issue of the Journal of the Modern Enterprise. The study states the following factors: currently, the PRC has signed 203 documents on cooperation in the joint construction of the Belt and Road with 138 countries and 31 international organizations. In addition, more than 2000 projects have been created. Currently, in the last 10 months alone, Chinese companies have invested 98.34 billion yuan in direct non-financial investments in 57 countries along the Belt and Road, up 24.8% from the previous period. At a critical moment in the global fight against coronavirus, the rushing China-Europe express trains have become a «guiding thread» and a «link of fate» for countries and regions on the path to a joint fight against the epidemic (Sun Chang Yue, 2021).

Another Chinese expert, Li Ni, noted that as of January 18, 2021, the number of China-Europe Express «Chang'an» trains in 2020 reached 3720. The «Chang'an» train can run 2 times a day in the European direction, which further reduces the cost of train logistics, and thus improved overall service efficiency (Li Kuimei, Li Ni, 2019).

Yang Yuxia (School of International Business and Economics, University of International Business and Economics) also conducted an in-depth study of the state of development, challenges, and countermeasures of the China-Europe Rail Express. The solution to the problems and the proposed measures will strengthen the work to ensure the safety of the China-Europe rail express, train professional talents and improve the infrastructure at the ports of exit (Yang Yuxia, 2021). This article also refers to the official website of the Chinese Railways Administration and the China-Europe High-Speed Train Construction and Development Plan (2016-2020).

Other foreign intergovernmental documents developed by individual states should also be noted. These include «The quality of China-Europe Express trains continues to improve»; National Railway Administration of the People's Republic of China, 2.07.2021; National Railway Administration of the People's Republic of China, 2.07.2021; China-Europe Express trains will launch more than ten thousand trains this year; «China Government Net News, 11.11.2020»; «Pan Lily. Thoughts on training personnel in China-Europe Express trains against the background of high-quality work»; «Investigation of the problems and measures to counter the China-Europe Express [J]. National circulation economics»; «Agreement between the Government of the Republic of Kazakhstan and the Government of the PRC on the joint deployment of cooperation in the energy sector»; «Asia-Pacific region in the context of globalization»; «Analysis of the Economy. Country, Market, Company «and other works (Sun Chang Yue. More than 200 projects under the» One Belt, One Road «initiative, 2021; Izhu Liu.» One Belt, One Road «project 2.0, 2019; Yang Yuxia, State Research Development, Challenges and Countermeasures of the China-Europe Express Train in the Current International Environment, 2021; Li Kuimei, Li Ni. Study on the Challenges and Countermeasures of the China-Europe Express, 2019 and others).

Interesting research by Kazakh authors, including: A.M. Asanova, B.K. Nurgaliev, and other expert scholars (A.M. Asanova, Establishment and development of Kyrgyz Chinese relations, 1991 – 2000; B.K. Nurgaliev, 2020 and others)

As part of the development of economic relations between Europe and China, the author of this article analyzes the problems faced by China-Europe Railway Express and proposes appropriate solutions and prospects for the development of an international project.

Research methodology

The authors of this scientific article used planning documents of official state bodies and non-governmental organizations, economic and statistical data, monographs and studies of expert scientists, scientific publications, and data from Internet sources.

The research methods are based on systematic methods and systems analysis, scientific theories of an economic and legal nature, information materials, including the work of domestic and foreign scientists, as well as legal documentation.

This article uses research tools related to general scientific methods and special methods, such as comparative analysis, economic and statistical methods, literature analysis, and chronological order.

Discussion and results

China-Europe expresses train channel situation, China Europe express train is currently divided into three parts.

- West passage. One of the ports of Alashankou (Khorghos) in Xinjiang. It relates to the Russian-Siberian railway through Kazakhstan, as well as through Belarus, Poland, Germany, and other European countries. The second is to leave the port of Khorghos (Alas Hankou), pass through Kazakhstan, Turkmenistan, Iran, Turkey, and other countries and reach European countries; or go through Kazakhstan, cross the Caspian Sea, enter Azerbaijan, Georgia, Bulgaria, and other countries, and reach European countries. The third is from Turgat (Ilkashtan), which relates to the planned China-Kyrgyzstan-Uzbekistan railway, leading to Kyrgyzstan, Uzbekistan, Turkmenistan, Iran, Turkey, and other countries, as well as to European countries.

- Middle channel. Departure from the port of Erlianhot in Inner Mongolia, connection with the Russian-Siberian railway through Mongolia and exit to European countries.

- East passage. Departure from the port of Manchuria (Suifenhe, Heilongjiang) in Inner Mongolia, connection with the Russian-Siberian railway and arrival in European countries. The China-Europe Express Line connects not only Europe and the

countries along the route, but also East Asia, Southeast Asia, and other regions; it is not only a railway canal, but also a multimodal transport corridor.

1. The status quo of China-Europe Express trains: from striving for quantitative growth to qualitative development.

China-Europe Express trains have grown from take-off to a rush, and then passed into a stage of quality development. The stage of rapid growth of scale and quantity is not over yet. However, financial subsidies, which are an important support for the sharp increase in the number of China-Europe express trains, are gradually being reduced, and China-Europe express trains are gradually entering an era of market economy, large-scale and high-quality development.

(1) Rapid growth of the number and scale of freight trains.

China-Europe the number of China-Europe freight trains and the number of standard containers shipped continued to grow rapidly. In March 2011, since Yuxin Europe opened in Chongqing, China-Europe freight trains have developed rapidly, with a significant increase in the number of open lines, a rapid expansion of radiation and an increase in the variety of transport goods. The number of open lines increased from 17 in 2011 to 8,225 in 2019, and the total number of open lines reached 21,162 (see Figure 1):

The number of sea containers increased from 0.14 million TEU in 2011 to 725 thousand TEU in 2019. Cumulative traffic totaled 1.796 million TEU,

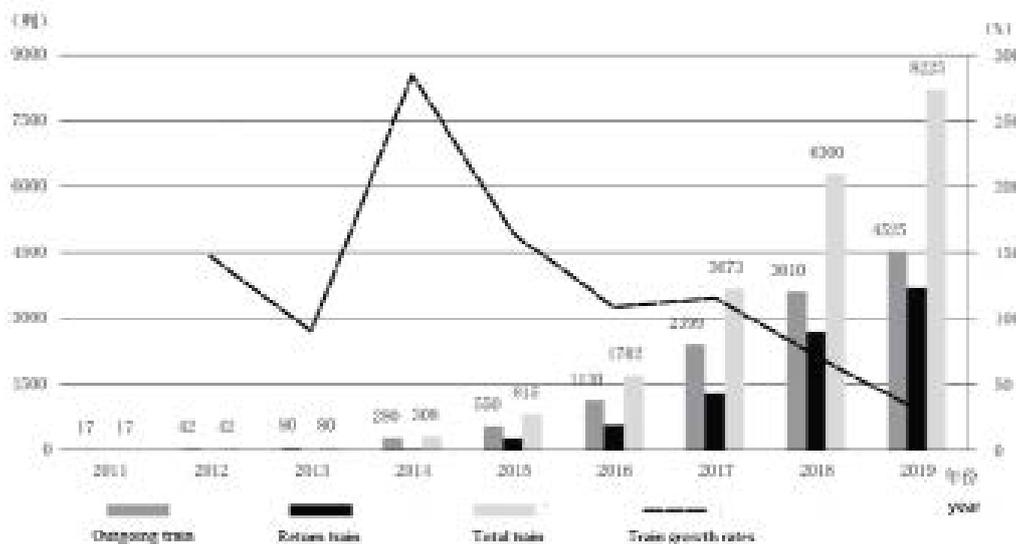


Figure 1 – The number and growth rates of China-Europe transports in the period from 2011 to 2019

a breakthrough in China-Europe Express trains traffic. The coverage and range from China-Europe Express trains are expanding rapidly. Overseas destinations have gradually expanded on Central and Western Europe to Eastern Europe, Southern Europe, and Asia. China-Europe Express's international reputation, brand influence and role in promoting trade have grown steadily.

(2) The quality of China-Europe freight trains has improved significantly.

Although the number of China-Europe expresses trains is growing rapidly, the quality of trains has also improved significantly (see Figure 2):

In 2019, several development indicators were significantly improved, such as the balanced rate of return flights, the full rate of heavy containers, the

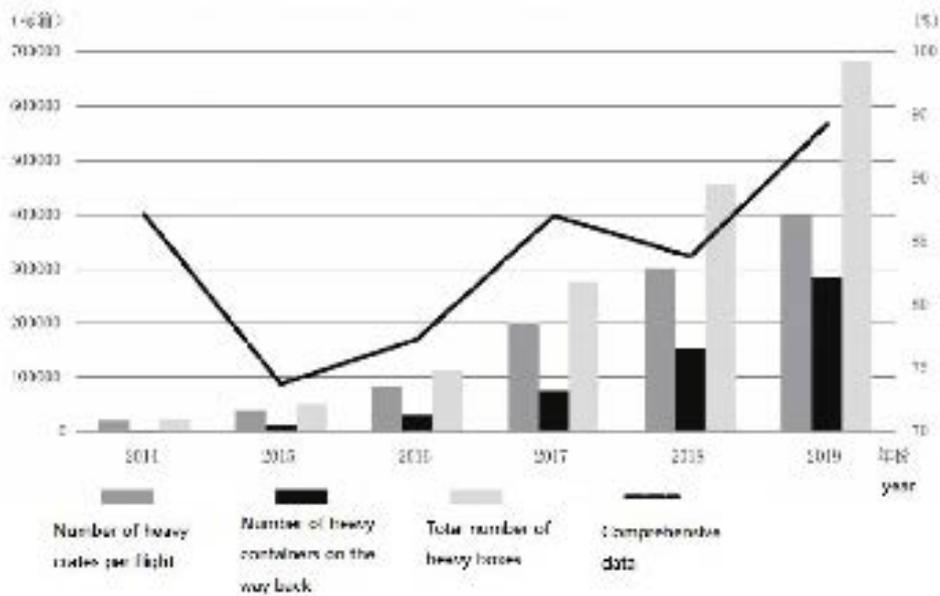


Figure 2 – The number of heavy containers and the rate of heavy containers of China-Europe trains in the period from 2014 to 2019

cost of cargo, the load intensity, and the planned speed of China-Europe trains. Among them there are 4,525 departing trains, which is 25.35% more compared to the same period last year, and 3,700 return trains, which is 37.55% more than a year earlier. The number of return trains reached 81.77% of the number of departing trains, which is 9.8 percentage points more than in 2018. China-Europe trains return traffic is more balanced; outbound heavy containers are 399,000 TEU on an annualized basis. increased by 32.4%, the share of outgoing heavy containers reached 99.2%, which is 5 percentage points more than in 2018; return heavy containers amounted to 284,000 TEU, up 84.6% year-on-year, while the share of return heavy containers was 87.9%, up 18% over 2018 percentage points; the total volume of heavy containers increased by 50% year on year, and the total heavy container ratio reached 94.2%, which is 10 percentage points more than in 2018 China-Europe train improved qualitatively .

(3) *The role of the market in the development of the China-Europe rail express has become more evident.*

Many local governments are promoting and supporting the opening and operation of the China-Europe Express. Governments at all levels to play a prominent role in the construction and operation of the China-Europe Express. Compared to sea transportation, the China-Europe express train has reduced the travel time by about 2/3, but the cost

of transportation by the China-Europe express train is still high at this stage. Thus, to increase the attractiveness and competitiveness of the China-Europe Express as sources of supply and to facilitate the normalized and large-scale operation of the China-Europe Express, some local governments has adopted various forms of subsidies such as budget budgets, land internalization, foreign trade incentives and subsidies. state enterprises.

Of course, to promote the formation of a new model for the full opening and normal operation of China-Europe Express at the initial stage of market development, to enhance the influence of China-Europe Express, appropriate tariff subsidies for new products of China-Europe Express should also be provided. It is also necessary to provide appropriate tariff subsidies for new products of China-Europe Express. This is also an important support for a sharp increase in the number of express China-Europe. However, in recent years, some cities where local industry, local finance, location, and other basic conditions are insufficient or relatively tight to keep the China-Europe Express running have continued to increase subsidies for the China-Europe Express, leading to competition for supply between cities.

Intense price wars continue between railway companies and the structure of supply and demand in the market is distorted, which also makes it difficult to take advantage of the overall scale of China-Europe trains. For this reason, once subsidies

are phased out or even substantially reduced, some China-Europe express trains will find it difficult to continue to operate steadily. The relevant national departments have drawn attention to the distorting effect of subsidies on transport prices, which has led to the problem of misallocation of resources.

In response to the fact that China-Europe express trains rely heavily on «subsidies», they formulated a waiver of the subsidy policy. In 2018, the Ministry of Finance formulated a subsidy waiver policy, requiring local governments to lower the subsidy standard for China-Europe Express trains: based on the full freight rate, the subsidy will not exceed 50% of freight in 2018, the subsidy will not exceed 40% in 2019, and the subsidy will not exceed 40% in 2020. More than 30%, and as directed by the Treasury Department, the upper freight limit is U.S. \$ 0.8 per box (40ft container) kilometer. With the gradual introduction to subsidy reduction policies, China-Europe Express entered the «post-subsidy era» of high-quality development, and the role of the market in the development of China-Europe Express has become more prominent.

2. Existing problems of the Sino-European railway express

(1) Inconsistency of national road traffic standards of the route.

The China-Europe Express train has three main roads passing through Russia, Central Asia, Central and Eastern Europe and other countries. These countries have insufficiently adapted railway equipment for China and lack information management. In addition, these countries have incompatible railway standards, such as different track spacings and the gauge of Chinese railways. It is 1435 mms, and the railways of Kazakhstan and Russia – 1520 mm, which requires the replacement of cars at least twice along the route of the China-Europe express. This has caused problems such as an increased burden on customs border guards and a reduction in China-Europe express transport. Efficiency increases the risk of loss and damage to the goods.

(2) Transportation costs remain high and dependence on government subsidies is also high.

Currently, the China-Europe Express costs about U.S. \$ 7,500 per trip, while the combined sea freight costs only half of the China-Europe Express, which is approximately equal to about 4,000 US dollars. Excluding government subsidies, shipping costs of combined China-Europe Express and ocean freight exceed the \$ 3,500-4,000 gap. Although rail transport is superior to maritime transport in terms of travel distance, transport time and transport safety, it is

still at a disadvantage in terms of cost savings and economic benefits.

To reduce the cost of businesses and attract more resources, the government provides three types of train subsidies: the first is to subsidize the transport of containers. The cost of each container ranges from 2,000 to 4,000 RMB, and the maximum subsidy can be up to 6,000 RMB. The second type is subsidies to enterprises, the price is 1 million yuan per trip. The third type is a direct comparison of the cost of rail transportation with the price of sea freight. Taking this ocean freight price as an example, the subsidy is provided for the cost of land transportation more than the cost of sea transportation, and part from the subsidy can be up to 60% of the cost of land transportation. All three of the above methods require government involvement and spend a lot of public funds.

(3) Lack of professional talent.

China Railway International Multimodal Transport Company (CRIMT) is a subsidiary of China Railway Container Transport Co, Ltd. (CRCTC) since its inception. The company has mainly dealt with international rail transport in the country found in 1996. A 100% company was previously involved in rail transport in China. Now, as a unified operating platform, China-Europe Express is facing new challenges and new situations. Lack of an excellent team that understands international logistics knowledge, understands foreign languages and has a global perspective. The development of high-quality China-Europe freight trains is currently a challenge that China Railway Multilink Corporation continues to address. As Belt and Road becomes wider and wider, the pressure on international intermodal transport is increasing. Now we urgently need to resolve the issues of coordination of overseas railway ports and overseas container management of the Chinese Railways. To speed up container traffic, improve operational efficiency, etc., professional talents for an international vision, marketing experience, familiarity with rail organization, safety management and financial knowledge are required.

3. Problem solutions and recommendations:

(1) Improving port infrastructure and promoting economic development of countries along the route.

First, the Chinese government is allocating funds to expand handling equipment at ports of exit and to expand logistics and storage facilities. Second, China sincerely invites countries along the China-Europe railway express to participate in the construction of the China-Europe railway express. China and countries along the Sino-European Railway Express line are jointly involved in the construction and

maintenance of infrastructure along the route, using a variety of financing methods. China should encourage Chinese companies to establish production bases, logistics warehouses and shopping centers in the adjacent areas of China-Europe overseas routes to promote the economic development of neighboring countries. The economic development of neighboring countries can further guarantee and contribute to the development of China-Europe Express.

(2) Unify the performance characteristics of China-Europe trains.

Relevant national departments unify and standardize China-Europe Express business operations, enact relevant laws and regulations, and use the expanded Internet to create a one-stop-shop management platform for China-Europe Express, for improve data transfer speeds, and effectively implement paperless trading China must reach an agreement on the import and export of goods with the countries through which the China-Europe train passes. In the China-Europe train, the mutual recognition of information on customs declaration, inspection and customs clearance is indeed realized. This could reduce import and export declaration procedures and the number of transfers of customs clearance, as well as increase the speed of China-Europe Express trains.

(3) Development of professional talents for China-Europe train.

First, colleges and universities will open related specialties in line with the demand for talent on China-Europe trains; reform the existing learning model to develop sophisticated talents that adapt to development. Professionals must not only be proficient in foreign language and international trade, but also must be proficient in international laws and regulations, as well as knowledge in business management. In addition to the study of theoretical knowledge, colleges and universities should develop targeted study programs with relevant Sino-European operating companies and regularly organize student travel for internships.

Second, universities can also target the training of interdisciplinary talents for China-Europe trains. Chinese colleges and universities are partnering with national colleges and universities on the European train route to formulate a unified curriculum, half of the which is taught in Chinese universities and the other half abroad.

Third, China-Europe Class organizes regular on-the-job training and certification of employees to motivate employees to work.

Fourth, international recruitment. China-Europe Railway Express publishes talent recruitment infor-

mation on an international platform, recruiting international professional and sophisticated talents.

Fifth, to create a global operating system for China-Europe trains to unify the working language and operating procedures, China-Europe to harmonize working language and working procedures.

(4) Market Development of China-Europe Express.

The emergence and development of the China-Europe railway express can greatly contribute to the economic development of the interior regions of China and countries along the route. Currently, limited by the actual capacity of China-Europe Express, China-Europe Express should prioritize the transport of goods with high prices and time requirements. In the future, the relevant government departments may develop and launch trains of higher capacity. At the same time, the relevant government departments can develop new energy trains. In this way, oil resources can be saved, the environment is protected, and the capacity of the China-Europe Express train can be increased. The China-Europe Rail Express is a new project. In the early stages of the development of China-Europe Express trains, governments of all levels can provide appropriate subsidies to increase market share and improve the competitiveness of China-Europe Express trains in the international market.

However, the relevant government departments should clarify the position and role of the Sino-European Railway Express in the national economy. China-Europe Express must rely on high-quality and fast international transport to gradually realize market-oriented independent development. At a later stage, prices for the China-Europe train should be determined based on the actual volume of goods transported and the number of trains. The price of the China-Europe Express trains of the change in the ratio of supply and demand in the international logistics market. The Sino-European Express Railroad, like China's high-speed railroad, after a period of industrial support, can rely on the strength to leave the country, carry out market transactions, and be responsible for its own gains and losses.

Conclusion

The China-Europe Express was opened with 2011 and has been continuously improved on various efforts. The opening of the China-Europe railway expresses not only contributed to the economic development of the central and western regions of China, but also contributed to the economic growth of the countries along the China-Europe railway express.

- *Strengthen consultation and joint construction to ensure seamless connectivity.* First, it is necessary to focus on solving existing canal congestion problems and facilitate the transformation of lines, depots, transfer stations and auxiliary facilities and equipment. The second is to accelerate the information about China-Europe trains and build digital trains. Third, make every effort to create a model for safe international transport, conduct accurate research and judgment, and respond appropriately to major risks that may arise. Fourth, there is a need to deepen international coordination and promote innovation in standard rules, as well as actively promote cooperation with international organizations such as the Organization for Cooperation between Railways, the International Railway Union, the World Customs Organization and the Universal Postal Union. Fifth, further strengthening of pragmatic cooperation at the level of planning of docking and connection projects, as well as the opening of new channels and new routes that extend over a wider area.

- *Improving the quality of service and accurately meeting market demand.* First, focus on customer needs and continue to innovate new logistics organization models and new business formats in response to tiered and differentiated logistics needs. Second, strive to improve the quality of services at all levels and, using various internal and external coordination mechanisms, continue to overcome the constraints related to transportation, customs clearance, warehouse, distribution, settlement, and other links, and actively promote transportation facilitation and customs clearance. The third is the active implementation of technological innovations, optimization of the organization of transportation using the Internet and the capabilities of big data, further improvement in

operational efficiency, expansion of research and development of various technologies of transport equipment that adapt to different transport needs and complex transport environments, and constantly improve the safety of transportation.

- *Strengthen ties and integration to boost economic and trade development.* The first are to improve the overall coordination mechanism at the national level and include China-Europe trains in the discussion of the construction of the « belt and track » and the construction of large Eurasian canals and large markets with the respective countries, as well as to promote economic integration, development, and convergence of countries along the route. and sharing the results.

The second, it is needed to strengthen the link between China-Europe Express and international cooperation in the field of production facilities, fully rely on the construction of industrial cooperation parks and free trade zones along the route, optimize the production chain and supply chain schemes against the help of China-Europe. Express and strengthen political communication and communication in terms of ports, taxation, customs clearance.

The third, it is strengthening international financial cooperation, promoting banks, insurance, and other financial institutions in countries along the route, and combining the characteristics of China-Europe rail transport logistics and commodity transactions to further improve services and innovative products in the delivery of goods and trade. settlements, financial guarantees, and transport insurance. The China-Europe Rail Express will play a more important role in the future and will give new impetus to the development of China and the world economy.

References

Agreement between the Government of the Republic of Kazakhstan and the Government of the PRC on the joint deployment of cooperation in the energy sector. Beijing. April 25, 1996. Bulletin of International Treaties. 1996. No. 12, p. 29-31.

Analysis of the economy. Country, market, company. / Ed. V.E. Rybalkin. Textbook. M.: International relations, 1999. – 304 p.

Asanova A.M. Establishment and development of Kyrgyz-Chinese relations. (1991 – 2000). Abstract for the degree of candidate of political sciences. M.: DA Ministry of Foreign Affairs of the Russian Federation, 2001. – 224 p.

Asia-Pacific region in the context of globalization. / Rep. Ed. E.P. Bazhanov. Thematic collection. M.: DA Ministry of Foreign Affairs of the Russian Federation, 2001.-317 p.

Ban Lili, Land Bridge Vision. 2019, (01): Thoughts on training personnel in China-Europe Express trains against the background of quality work [J]. Land Bridge Vision, 2019 (01): 60-62.

China-Europe Express trains will launch more than ten thousand trains this year / China Government Net News, 11.11.2020. – [Electronic resource] Access mode: / http://www.nra.gov.cn/xwzx/zlzx/jwtx/202011/t20201111_123798.shtml

Competitiveness of logistics and transport in the Republic of Kazakhstan United Nations. Geneva, 2019. – 203c. / <http://creativecommons.org/licenses/by/3.0/igo>.

Economic Outlook: Role of the Belt and Road Initiative as a driver of global economic recovery and a global development plan. Xinhua News Agency. 2017, May 15. URL: <http://russian.cri.cn/3060/2017/05/15/1s604750.htm>.

Izhu Liu, Avdokushin E.F. Project «One Belt, One Road» 2.0 – a strategy to stimulate the global expansion of China «/ World of

- new economy. – No. 1, 2019. – P.67-76 [Electronic resource]. – Access mode: <https://cyberleninka.ru/article/n/proekt>
- Li Kuimei, Li Ni. Study of the problems and measures of counteraction to the China-Europe express [J]. National Economy of Circulation, 2019 (17): 28-29.
- Nurgaliev B.K. Chinese «ring road»: Kazakhstan and geopolitics / KAZINFORM. – Nur-Sultan, 2.06.2020. – 6 sec. [Electronic resource]. – Access mode: [inform.kz https://www.inform.kz/ru/kitayskiy-poyas-put-kazahstan-i-geopolitika_a3656882](https://www.inform.kz/ru/kitayskiy-poyas-put-kazahstan-i-geopolitika_a3656882)
- On the state of mutual trade between the Member States of the Eurasian Economic Union in 2017. Moscow, 2018. – 90 p. / https://docs.eaeunion.org/docs/ru-ru/01121657/cncd_06052019_27_att.pdf
- Prospects for the development of the railway transport market of the Single Economic Space. Almaty, 2014. – 127 p. / <https://studylib.ru/doc/2617765/perspektivy-razvitiya-rynka-zheleznodorozhnyh-perevozok>
- Sun Chang Yue, Over 200 Belt and Road Initiative Projects [J]. Modern Enterprise for, 2021 (01): 84
- Yang Yusia. Study of the state of development, problems and countermeasures of the China-Europe railway express in the current international environment [J]. China Business Review, 2021 (04): 86-87. [Electronic resource] – Access mode: <https://kns.cnki.net/kcms/detail/detail>.
- The quality of China-Europe Express trains continues to improve / National Railway Administration of the People's Republic of China, 2.07.2021. -Access mode: http://www.nra.gov.cn/xwzx/zlzx/jwtlxx/202102/t20210207_125435.shtml