

UDC 327

JEL Q1, Q4

DOI 10.32782/2786-765X/2024-5-25

Mykhailo Yastrubskyy

Doctor of Economic Science, Professor,
Professor of the Department of Management and International Business,
Lviv Polytechnic National University
ORCID: <https://orcid.org/0000-0002-8032-4501>

Wang Zhongjun

Postgraduate Student,
Lviv Polytechnic National University
ORCID: <https://orcid.org/0009-0003-4264-5843>

EXPERIENCE AND PROSPECTS OF CHINA-UKRAINE ECONOMIC AND TRADE COOPERATION IN THE JOINT CONSTRUCTION OF THE BELT AND ROAD INITIATIVE FROM 2013 TO 2023

In 2013, China proposed the Belt and Road Initiative with the aim of closely integrating its rapidly developing economy with the economies of countries along the Belt and Road route, creating new opportunities for economic development through complementarity. Ukraine, located in the connecting zone between Europe and Asia, is an important country along the Belt and Road route leading to Europe. 2023 marks the tenth anniversary of China-Ukraine cooperation in the Belt and Road Initiative. Over the past decade, cooperation between China and Ukraine in various fields such as trade and investment has deepened, accumulating rich experience. This article systematically reviews the historical process of China-Ukraine cooperation in the Belt and Road Initiative over the past ten years, analyzes the development trends of bilateral trade, and examines the experience accumulated in areas such as infrastructure, agriculture, investment, mineral development, and high-tech cooperation within the Belt and Road framework. The challenges faced by the two countries in jointly building the Belt and Road Initiative are also analyzed, mainly focusing on the impacts of Ukraine's domestic political instability and policy changes during regime transitions. Economic development in Ukraine has been affected by geopolitical conflicts, resulting in market instability and affecting investment and project progress. These factors pose challenges to the Belt and Road Initiative, particularly the severe impact of the outbreak of war. Additionally, this article introduces the current efforts of China and Ukraine to strengthen communication and cooperation in order to achieve a peaceful resolution as soon as possible. In the future, once the ongoing war comes to an end, both countries can leverage their ten years of experience in economic and trade cooperation. With a stable political situation and increasing market attractiveness in Ukraine, both sides can fully unleash the role of market entities, expand bilateral cooperation, promote the alignment of their economic development strategies, and actively engage in post-war reconstruction cooperation.

Keywords: Belt and Road Initiative, China, Ukraine, trade and economic cooperation, experience, prospects.

Problem statement. Currently, the challenges facing the China-Ukraine cooperation in the Belt and Road Initiative mainly stem from Ukraine's local political crisis, geopolitical crisis, economic crisis, and market risk. The joint promotion of the Belt and Road Initiative by China and Ukraine faces numerous issues and challenges. In addition to traditional factors such as legal, tax, tariff, and non-tariff trade barriers, political and geopolitical factors, along with their derived economic and market risks, have become important influencing factors in the trade cooperation between the two countries. The changes in Ukraine's political landscape and regime changes in the past decade have led to struggles between various interest groups within the country. The Ukrainian government's focus has shifted to some extent, resulting in changing levels of policy support for China-Ukraine cooperation, making it unstable. The cooperation has also shifted from

institutional cooperation to specific case-based cooperation, lacking continuity and long-term stability. There are numerous issues in policy alignment between China and Ukraine, and concerns still exist regarding political systems, ideologies, and geopolitical factors. In the construction of the Belt and Road Initiative, there have been voices of skepticism, doubt, and even opposition from both countries' public opinions. Therefore, we cannot ignore the significant risks that the Belt and Road Initiative faces in Ukraine.

Analysis of recent research and publications. Recent research on China-Ukraine economic and trade cooperation within the framework of the Belt and Road Initiative, Chinese scholars, such as Huang R. and Yan Sh., believe that the ongoing war has had a profound impact on the geopolitical and economic aspects of the Belt and Road Initiative, as well as on modern international relations and China's responses. Chinese scholars

Zhang H., Yu T., Li Ch., Tang L., Fang Y., as well as Ukrainian scholars Dyomin O., Paviel A. have conducted studies on the fields, characteristics, and opportunities of bilateral trade cooperation between China and Ukraine under the Belt and Road Initiative. These scholars have made significant contributions to research in this area. Additionally, data support for this research has been provided by the official websites of the Ukrainian State Statistics Bureau, Ukrainian Customs, the Chinese Ministry of Commerce, the Belt and Road Initiative official website, the United Nations official website, and the World Bank official website.

The purpose of the article. There are two main objectives of this study. The first objective is to systematically analyze the process of China-Ukraine cooperation in the Belt and Road Initiative over the past 10 years, identify the encountered problems, and summarize the accumulated experiences. The second objective is to explore future cooperation paths in various fields between the two countries, with the aim of maximizing economic and trade cooperation benefits for both.

Research methods. During the writing process, the author of this article employed an empirical approach and extensively researched the history of China-Ukraine cooperation in the Belt and Road Initiative, as well as relevant economic and trade data. The author employed various methods such as comparison, induction, deduction, analysis, and synthesis to describe and analyze the relevant content. Additionally, economic theories were integrated with practical examples to systematically outline the experiences and development prospects of China-Ukraine cooperation in the Belt and Road Initiative.

Summary of the main research material.

1. Background and Historical Progress of China-Ukraine Joint Construction of the Belt and Road Initiative.

In September 2013, Chinese President Xi Jinping visited Kazakhstan and proposed the joint construction of the "Silk Road Economic Belt." In October of the same year, President Xi Jinping delivered a speech to the Indonesian Parliament, proposing the joint construction of the 21st Century "Maritime Silk Road." The joint construction of the BRI is a measure that conforms to the trends of the current world's multi-polarization, economic globalization, cultural diversity, and social informatization. From the concept proposed in 2013 to the establishment of the Silk Road Fund and the signing of the Asian Infrastructure Investment Bank in 2014, the construction of the BRI has steadily progressed and entered a

phase of practical cooperation. After 10 years of development, as of June 2023, China has signed over 200 cooperation documents for the joint construction of the BRI with 152 countries and 32 international organizations, including Ukraine. By the end of 2022, the China-Europe Railway Express has accumulated more than 65,000 trips, transporting over 6 million containers with a cargo value of 300 billion US dollars. It has opened and operated 82 routes, connecting over 200 cities in 24 European countries, and has basically formed a transportation and logistics network that covers the entire Asia-Europe region.

China and Ukraine established diplomatic relations on January 4, 1992, and established a comprehensive friendly cooperation in 2001. Ukraine is an important strategic partner for China, and the two countries established a comprehensive friendly cooperation in 2001, and announced the establishment of a strategic partnership in 2011. After China proposed the "Belt and Road Initiative" in 2013, Ukraine actively responded to the Chinese proposal, and the two countries' leaders interacted frequently to jointly plan the construction of the Belt and Road. In December 2013, the then Ukrainian President Yanukovich actively responded to China's "Belt and Road" initiative, and the two countries signed the "Plan for the Development of Strategic Partnership between China and Ukraine (2014–2018)", making Ukraine the first European country to announce its support for China's "Belt and Road" initiative. In January 2017, President Xi Jinping met with Ukrainian President Poroshenko during the World Economic Forum Annual Meeting in Davos, Switzerland, and reached a new consensus on further strengthening mutually beneficial cooperation. In April 2017, the China-Ukraine "Belt and Road" Cultural Exchange Week was held in Kiev. In May 2017, Ukraine's First Deputy Prime Minister and Minister of Economy and Trade, Kubiv, attended the Belt and Road International Cooperation Summit Forum in China. On October 4, 2017, Ukraine's First Deputy Prime Minister in charge of economic issues, Kubiv, stated at the Silk Road Trade and Finance Executive Forum held in Kiev that participating in the construction of the "Belt and Road" initiative is a major opportunity for Ukraine and is conducive to tapping Ukraine's trade and transportation potential. At the third meeting of the Joint Government Cooperation Committee held on December 5, 2017, the two sides signed a roadmap for implementing the "Belt and Road Economic Belt" and the "21st Century Maritime Silk Road". In May 2019, Ukraine's First Deputy Prime Minister and Minister of Economy and

Trade, Kubiv, attended the second Belt and Road International Cooperation Summit Forum in China. On December 23, 2020, the fourth meeting of the China-Ukraine Government Cooperation Committee was held online. After the meeting, Ukraine's Deputy Prime Minister for European and Euro-Atlantic Integration, Olha Stefanishyna, and Chinese Vice Premier Liu He signed a cooperation plan on accelerating the common intention in areas such as economy, trade, investment, infrastructure, energy, agriculture, industry, and humanitarianism. On April 26, 2021, Chinese President Xi Jinping had a phone conversation with Ukrainian President Zelensky [1]. China is Ukraine's largest trading and economic partner, and Ukraine can become a "Chinese business bridge to Europe." On September 28, 2021, representatives from China and Ukraine held the departure ceremony for the first "Ukraine-China" China-Europe freight train at the Lisova freight station in Kyiv. This marks a new stage in the trade of the "Belt and Road" between China and Ukraine.

2. Development Opportunities brought by China-Ukraine cooperation in the Belt and Road Initiative.

China and Ukraine's cooperation within the framework of the Belt and Road Initiative has injected powerful momentum into the development of their political relations and economic cooperation. For Ukraine, the Belt and Road Initiative has elevated its domestic economic development and driven employment, while also creating a rare historical opportunity for the development of China-Ukraine relations. From 2013 to 2016, during the early stage of China-Ukraine joint construction of the Belt and Road Initiative, Ukraine's foreign trade entered a downward trend due to the slowdown of global economic growth and the impact of the Ukrainian political crisis. During this period, the two governments reached a series of loan and cooperation agreements, mainly used for commodity loans and infrastructure investment. Ukraine could obtain funds first and repay the loans with grain later. Special investments were made in infrastructure projects, with the largest being the construction of the Crimea power plant and the Kiev toll ring road. Ukrainian exports to China included minerals, ore, and animal and vegetable oils, while China's exports to Ukraine mainly consisted of electrical equipment and machinery [2]. The Figure 1 and the table 1 show that the agricultural cooperation agreement signed by China and Ukraine in 2013 led to a significant increase in Ukrainian agricultural exports to China, becoming an important highlight of the two countries' economic and trade cooperation.

Starting from 2015, China increased its imports of Ukrainian agricultural products, becoming the largest importer of Ukrainian agricultural products and food that year. In 2016, the export volume of animal products from Ukraine to China increased significantly, with a growth rate of 29.7%. China's opening of the agricultural product market to Ukraine is not only to achieve diversification of its own agricultural product imports but also to help Ukraine overcome its domestic economic crisis [3]. From 2017 to 2021, bilateral trade between China and Ukraine showed an upward trend. From 2019 to 2021, China has been Ukraine's largest trading partner for three consecutive years. On June 30, 2021, China and Ukraine signed the "Agreement between the Government of the People's Republic of China and the Government of Ukraine on Deepening Cooperation in the Field of Infrastructure Construction" [4]. The two sides encourage enterprises and financial institutions from both countries to actively cooperate in areas such as roads, bridges, and rail transit, promote closer economic ties between the two countries, and provide necessary assistance and support for implementing cooperative projects [5]. In June 2022 to June 2023, bilateral trade between China and Ukraine was severely affected, with a sharp decline in trade volume, reaching a new low in the past decade. From January to June 2023, the bilateral trade volume between China and Ukraine was \$3.84 billion, and it is expected to remain at the same level as 2022 for the whole year [6]. Despite the severe blow to bilateral trade caused by the war, many cooperative projects were stagnated, and the China-Europe freight trains passing through Ukraine were suspended or forced to take detours. However, bilateral cooperation has not come to a complete standstill, and many Chinese enterprises are still engaged in trade activities in Ukraine. Both sides still have a strong desire for cooperation and great cooperation potential. According to statistics from the Chinese Ministry of Commerce, as of 2022, there were 30 Chinese enterprises operating in Ukraine. On July 20, 2023, Vice Minister of Commerce Ling Ji and Deputy Minister of Economy of Ukraine Kachka jointly chaired the 7th meeting of the Sub-Committee on Economic and Trade Cooperation of the China-Ukraine Government Cooperation Committee in Beijing. Ukraine is committed to ensuring the safety of personnel and property of Chinese enterprises in Ukraine and safeguarding the legitimate rights and interests of Chinese companies. Ukraine will increase efforts to protect the security of Chinese enterprises in Ukraine and work together with China to promote the healthy and sustainable

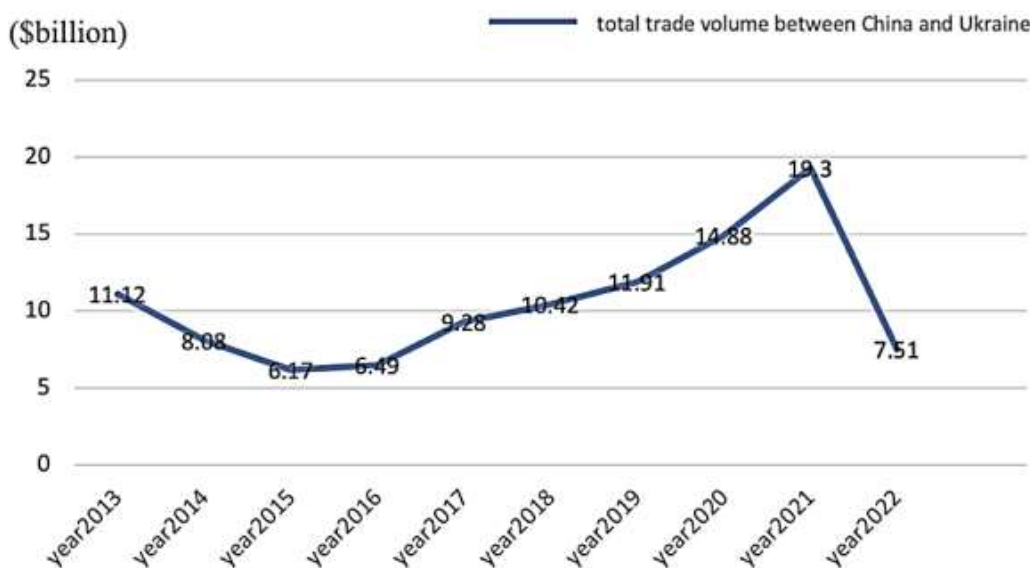


Figure 1. Bilateral trade between China and Ukraine from 2013 to 2022

Source: developed by the authors based on [2]

Table 1

Trade between China and Ukraine from January to June 2023 (\$ thousands)

Time	Ukrainian Imports	Ukrainian Exports	Ukrainian Imports	Ukrainian Exports
January	473443	229573	243870	457911
February	554244	96333	457911	516950
March	717525	200575	516950	424582
April	632380	207798	424582	596807
May	803007	206200	596807	430423
June	663304	232881	430423	2670543
Total	3843903	1173360	2670543	

Source: developed by the authors based on based on [3]

development of bilateral economic and trade relations.

3. Experience and Challenges of China-Ukraine Cooperation in the Belt and Road Initiative.

Over the past decade of China-Ukraine cooperation in the Belt and Road Initiative, in addition to traditional challenges such as legal, tax, tariff, and non-tariff trade barriers, political and geopolitical factors, along with the associated economic and market risks, have become important influencing factors in bilateral trade cooperation. It is inevitable that the construction of the Belt and Road Initiative faces significant risks in Ukraine. Currently, the challenges faced by China-Ukraine cooperation in the Belt and Road Initiative mainly stem from local political crises, geopolitical crises, economic crises, and market risk crises in Ukraine.

The first challenge is the political crisis in Ukraine. When Chinese companies go overseas, they pay special attention to the political risks in the target country, including political situation,

nationalism, religious issues, extremist forces, and social problems [7]. The ongoing armed conflict and tense political situation have severely affected the cooperation between China and Ukraine in the construction of the Belt and Road Initiative. In 2021, China and Ukraine signed the "Agreement between the Government of the People's Republic of China and the Government of Ukraine on Deepening Cooperation in the Field of Infrastructure Construction." Both China and Ukraine encourage their enterprises and financial institutions to actively engage in cooperation in areas such as roads, bridges, and rail transportation, promote closer economic ties between the two countries, and provide necessary assistance and support for the implementation of cooperative projects. The construction of the Belt and Road Initiative requires a relatively stable political situation. When the political situation in Ukraine is stable, the trade progress between the two countries will go smoothly.

The second is the geopolitical crisis. Ukraine is caught in the geopolitical competition between

Russia and Western countries, and external factors have a significant impact on its stability and development, triggering the Crimean crisis and the war in eastern Ukraine. Recovering lost territory has become a determined national strategic goal for the Ukrainian authorities. According to the latest statistics released by the Ukrainian National Bureau of Statistics, in 2022, Ukraine's gross domestic product (GDP) calculated at constant prices was 3,865.78 billion Hryvnia (approximately 104.7 billion US dollars), a decrease of 29.1% compared to the previous year. This is the most severe economic decline Ukraine has experienced in over 30 years. In terms of industries, the most severely affected sectors in the country include construction, transportation and warehousing, manufacturing, hotels and catering, real estate, electricity, gas and heat supply, mining, wholesale and retail trade, vehicle repair, and agriculture, forestry, and fishing. According to recent assessments by the World Bank, the cost of post-war recovery in Ukraine has risen to more than twice the size of the country's economy in 2022 [8].

The third is the economic crisis. According to World Bank data, the Ukrainian economy experienced severe fluctuations and a significant decline in economic indicators in 2014 and 2022. The Crimean crisis in 2014 led to a sharp decline in the Ukrainian economy, with a 10.1% decrease in GDP and a significant drop in the hryvnia to US dollar exchange rate. In 2015, Ukraine's GDP dropped by 9.8%. From 2016 to 2019, the Ukrainian economy achieved positive growth with rates ranging from 2.4% to 3.5%. In 2020, the Ukrainian economy experienced fluctuations with a negative growth rate of -3.8%. However, in 2021, the economy showed a positive growth rate of 3.4%, moving from negative to positive [9]. The changes in Ukraine's economic situation will also have a significant impact on the joint construction of the "Belt and Road" between China and Ukraine.

The fourth is the market crisis that Ukraine has encountered. The 2014 and 2022 crises in Ukraine have affected traditional industries such as raw materials, aerospace, energy, agricultural product prices, the black and non-ferrous metals market, and the emerging internet, information technology, and financial services sectors. There is the high inflationary pressure caused by the surge in energy prices. The soaring energy prices and the continuous increase in public service prices by the government have caused the overall economic situation in Ukraine to deteriorate significantly. According to World Bank data, in 2013, 1 US dollar could be exchanged for

7.99 hryvnias, in 2015, it could be exchanged for 21.84 hryvnias, and in 2022, it could be exchanged for 32.34 hryvnias, a depreciation of 305% over nine years.[10]. In 2022, Ukraine's government leverage ratio increased from 49.0% in 2021 to 78.5%, and the proportion of external debt to GDP increased from 64.8% in 2021 to 87.1%. As of February 2023, Ukraine's government debt and debt guaranteed by the government reached a total of \$116.01 billion, reaching a new high since 2004. According to World Bank estimates, as of February 24, 2023, the reconstruction and recovery costs in Ukraine have reached \$410.6 billion, accounting for 205.1% of the nominal GDP in 2021, and exceeding 260% of the nominal GDP in 2019 and 2020. Although the joint construction of the "Belt and Road" between the two countries faces great challenges, it also accumulates more experience for bilateral cooperation.

4. Suggestions for China-Ukrainian Joint Construction of the "Belt and Road".

Over the past decade, China and Ukraine have achieved great success and accumulated valuable experience in jointly constructing the "Belt and Road" through high-level communication and close collaboration. Both sides adhere to the political principle of mutual respect, respecting each other's core interests, and taking into account each other's concerns in issues related to sovereignty, territory, and security [11]. In view of the current situation, it is necessary to summarize experience and look forward to the future, and the joint construction of the "Belt and Road" can be promoted in the following directions.

Firstly, stabilize the political situation and enhance market attractiveness to create conditions for the joint construction of the "Belt and Road" initiative. With the drastic changes in Ukraine's political and geopolitical situation, Ukraine's investment attractiveness is declining, especially the crises in 2014 and 2022 have caused significant losses to trade and investment between China and Ukraine. Political stability is a prerequisite for conducting foreign cooperation, and the Ukrainian government should strive to maintain national stability, create a favorable environment for economic development, restore financial order as soon as possible, combat corruption and economic crimes, improve the investment environment, establish a stable legal system and fiscal system, continuously optimize the fiscal system mechanism, take practical measures to safeguard the legitimate interests of investors, and commit to sustainable development [12]. It is also necessary to facilitate the development of enterprises, including Chinese enterprises, by

simplifying procedures for visas, work permits, residence permits, etc., effectively safeguarding the personal and property safety and legitimate rights and interests of personnel on both sides, in order to adapt to bilateral economic and trade cooperation and increase attractiveness.

Secondly, strengthen coordination and leverage the role of market entities to expand cooperation and promote balanced development. Ukraine is rich in natural resources with strong foundations in industry, agriculture, and technology, and has enormous development potential. Expanding China-Ukraine economic and trade cooperation is a wise choice for jointly addressing new changes and challenges in the world economy and promoting common development. Enhancing investment cooperation and broadening areas of cooperation, especially in the fields of economy and trade, agriculture, technology, aviation, aerospace, nuclear energy, and investment, should be the key focus of future economic and trade cooperation. Exploring cooperation in infrastructure construction, high-tech, agriculture, and mining development and utilization, in order to cultivate new growth points in economic and trade cooperation. Encouraging enterprises to play a role, deepening economic and trade cooperation, and continuing to support and promote closer contacts and exploration of cooperation channels and projects between enterprises from both sides to achieve mutual benefits and win-win outcomes. Expanding the scale of trade and promoting balanced development. The Chinese government welcomes Ukrainian companies to actively develop and promote products that meet the demands of the Chinese market, expand exports to China, and promote balanced development of bilateral trade. Making good use of cooperation mechanisms and building cooperative platforms. The role of the China-Ukraine Cooperation Committee should be fully utilized to create more effective platforms and efforts should be made to address the issues in the economic and trade development of both countries, and provide timely, comprehensive, and accurate information services to enterprises. Both sides should adhere to market principles and improve the business environment. The essence of the "Belt and Road" construction is deep economic integration, and successful economic cooperation must rely on the market and follow market rules [13].

In addition, enhance strategic cooperation between the two sides and continuously elevate cooperation to new levels. Since the proposal of the "Belt and Road" initiative, with the policy coordination between the two governments and the establishment of a cooperation mechanism

system, China has achieved certain results in countries such as Kazakhstan, Belarus, Pakistan, and Georgia. Therefore, how to develop from individual case-based cooperation to mechanism alignment is a question that China and Ukraine need to consider in order to enhance "Belt and Road" cooperation [14]. In 2019, Ukrainian President Zelensky passed a decree to achieve the United Nations' Sustainable Development Goals by 2030. The decree aims to ensure Ukraine's national interests in economic, civic society, and sustainable development, with the goal of improving the living standards and quality of life for the population and safeguarding the constitutional rights and freedoms of Ukrainian citizens [15]. To promote deeper cooperation in the Belt and Road Initiative, on December 23, 2020, during the fourth meeting of the China-Ukraine Intergovernmental Cooperation Committee, the two countries signed a Joint Declaration on Initiating a Joint Feasibility Study on Trade Liberalization Arrangements between the Ministry of Commerce of the People's Republic of China and the Ministry of Economic Development, Trade and Agriculture of Ukraine. This declaration aims to stabilize and develop bilateral economic and trade relations and explore the feasibility of trade liberalization arrangements. Since the establishment of diplomatic relations, China and Ukraine have maintained peaceful and friendly foreign relations and achieved fruitful results in various fields. China's Belt and Road Initiative aligns with the common interests of both countries, and promoting the construction of a China-Ukraine Free Trade Zone based on this initiative will help consolidate economic and trade relations and inject new vitality into the economies of both countries [16]. China and Ukraine have significant complementary advantages in trade. After the establishment of the China-Ukraine Free Trade Zone, these advantages will be further highlighted. Ukraine has unique geopolitical advantages, abundant natural resources, and a solid military-industrial base. However, its economy is structurally monotonous, with low value-added products and weak competitiveness. It has also suffered from financial crises, the European debt crisis, and recent armed conflicts, which have severely impacted its domestic economy. Revitalizing the domestic economy has become an important task for Ukrainian authorities. The construction of a China-Ukraine Free Trade Zone will not only help Ukraine expand into the Chinese market but also attract more Chinese companies with strong financial and technological capabilities to invest in Ukraine, which can help alleviate the funding shortage for infrastructure construction

and large-scale heavy industry transformation and restructuring in Ukraine.

Conclusions. From 2013 to 2023, which marks the tenth anniversary of the joint construction of the Belt and Road Initiative between China and Ukraine, Ukraine has experienced a decade of political turmoil and geopolitical conflicts. During this period, there have been many changes in Ukraine's domestic economic policies, economy, and market. Over the past ten years, China and Ukraine have deepened their cooperation in areas such as infrastructure construction, high-tech, agriculture, mineral development and utilization, and investment. China and Ukraine have adhered to the principles of mutual benefit and win-win cooperation, strengthened high-level government communication and coordination, and leveraged the complementary advantages of the two countries to continuously promote the level of Belt and Road Initiative cooperation. Over the past ten years various cooperative projects have been continuously implemented and promoted, which has not only boosted Ukraine's domestic economic development and employment. The cooperation between the two countries over the past decade has accumulated a wealth of cooperative experience and provided valuable reference for future sustained promotion of economic and trade cooperation. Although

current economic and trade cooperation between China and Ukraine has been severely affected and faces enormous challenges, from a long-term perspective, both sides still have the willingness to cooperate, various agreements are still in place, and the potential for cooperation remains. Therefore, China and Ukraine need to promote comprehensive cooperation in the fields of infrastructure, investment, commodity trade, and culture under the new situation of jointly building the Belt and Road Initiative.

Prospects for further research. In the future, China will provide assistance and cooperation in terms of funding, technology, equipment, raw materials, and create an environment for bilateral economic and trade cooperation. After the establishment of the China-Ukraine Free Trade Zone in the future, Ukraine's unique geographical advantages, abundant natural resources, strong military-industrial strength, and rich pool of high-quality labor will be further highlighted. Ukraine will also become an important hub for China's connection with Europe. The Ukrainian government can strategically align its 2030 national economic development plan with China's Belt and Road Initiative. Exploring how to better implement the development plans of both countries through alignment is also one of the areas we will focus on in our future research.

References

1. Huang R. (2023) The Geopolitical and Economic Impact of the Ukrainian Crisis on the Belt and Road Initiative. *Modern International Relations Journal*, no. 1, Beijing, pp. 26–30. Available at: https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2023&filename=XDGJ202302004&uniplatform=OVERSEA&v=F8Te22QPPFSzk0scMVokUX1fQD_bMrnci-Nec3BPyqFVsi9Jz9CyPVwcWhtolf1TT.
2. State Customs Service of Ukraine. Available at: <https://customs.gov.ua/en/>
3. General Administration of Customs of the People's Republic of China. Available at: <http://www.customs.gov.cn>
4. Guide to Investment and Cooperation by Country (Region) 2020 Edition. Available at: <http://www.mofcom.gov.cn/dl/gbdqzn/upload/wukelan.pdf>
5. Paviel A. (2021) The Research on the Problem and Countermeasures of Ukraine Sunflower Oil Export to China: Master dissertation. Soochow University. Suzhou. No. 57. Available at: <https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CMFD&dbname=CMFD202301&filename=1021159047.nh&uniplatform=OVERSEA&v=n62q9EToqB03Qd8MAq6im0Lg3EzJKNbR8WyksI-NPadBcHVv1tn2kKUyN14aEbRg>
6. Belt and Road Portal of PRC. Available at: <https://eng.yidaiyilu.gov.cn/dsjym.htm>
7. Zhang H. (2017) Risks and Countermeasures of China-Ukraine Belt and Road Cooperation. *Peace and Development Journal*, no. 4, Beijing, pp. 110–122. Available at: https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2017&filename=HPFZ201704009&uniplatform=OVERSEA&v=UFWd43OZYwLtuvaHA6kDCK_wNL9R7WFEnpGB37mGLX5QnlainhFWpZ1j26lhyZ7I
8. Xinhua news: 2022 Ukraine crisis caused Ukraine's GDP to drop by 29.1% last year. Available at: http://www.news.cn/world/2023-04/14/c_1129524948.htm (Last accessed: 14.04.2023)
9. Yan Sh. (2022) The Impact of the Ukrainian Crisis on the Belt and Road Initiative and China's Response. *Globalization Journal*, no. 5, Beijing, pp. 90–98. Available at: https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2022&filename=QUQH202205010&uniplatform=OVERSEA&v=25JyCwTnXxFBm6SXd0iFpw8RBzE-I7ADD_qDKLIsdm0Abtsit7QeSrBKN3iXtHy1
10. Yu T. (2021) China's Foreign Economic and Trade Relations and Global Economic and Trade Pattern Reconstruction under the Belt and Road Initiative. *Journal of Business Economics Research*, no. 3, Beijing, pp. 149–151. Available at: https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2021&filename=SYJJ202103039&uniplatform=OVERSEA&v=25qpaLTIXbHc1c-KULsOgiOw0CMu0Rp_Fu7Hikr8MK7zlxR62f3WEhdc8mTc04m2A

11. Zhang H. (2021) Promoting China-Ukraine Belt and Road Cooperation on the Basis of Multilateralism. *Chinese Investment Journal*, Beijing, pp. 14–16. Available at: <https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2021&filename=ZGTZ2021ZA003&uniplatform=OVERSEA&v=YsSsWDYhXglyzF9luQ3JJxfPMI-6E4sWK5a66m75C7x5d4IE-iOc80ZdpmKcWxDf>
12. Chen L. (2021) Opportunities, Challenges, and Countermeasures of Tourism Service Trade between China and Belt and Road Countries, *Foreign Economic and Trade Practice Journal*, no. 1, Beijing, pp. 81–84. Available at: <https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2021&filename=DWJW202101023&uniplatform=OVERSEA&v=tOjFmBIVMUmgVRWC132iRaGOpOixjvq-hGL5Y32gtTuseHLS8y3rprrtGavDKquFJ>
13. Dyomin O. O. (2017) Ukraine: Supporting China's Belt and Road Initiative. *Civilization Journal*, Beijing, 37. Available at: <https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2017&filename=WENM2017Z1007&uniplatform=OVERSEA&v=Zcg6NEZ33GKnCAw1tF9C1Dcj-9LQGW8rpvXd48elReD3M47ry8VrqLNWF5Gg4zK5>
14. Li Ch. & Tang L. (2020) The Status and Opportunities of Ukraine in the Belt and Road Initiative. *Journal of North China Institute of Aerospace Engineering*, no. 30(6), Langfang, pp. 23–25. Available at: <https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2021&filename=HHGY202006008&uniplatform=OVERSEA&v=fBUExWKXIIKrNiQMfSnYBtoejw3YytNR-mwM20JdY5IvCyG-UUev5SPeexeZMZ4U>
15. Zhang H. & Fang Y. Prospective Study on the Construction of China-Ukraine Free Trade Zone under the Belt and Road Initiative. *Eurasian Economy Journal*, no. 5, Beijing, pp. 18–29. Available at: https://chn.oversea.cnki.net/KCMS/detail/detail.aspx?dbcode=CJFD&dbname=CJFDLAST2018&filename=DOZY201805003&uniplatform=OVERSEA&v=OJEPOVjuilD-EA8HxOtJ2jZZq-phfW6S5lq8VKT0K55rQwV_20mOjrdUPxfF6Xf3e
16. Ukraine 2030: The Doctrine of Sustainable Development (2018) [ADEF-Ukraine LTD]. Kyiv. P. 46–71. Available at: https://www.usubc.org/files/Ukraine_Doctrine_2030_E_Book_Eng.pdf
17. United Nations: Global Impact of War in Ukraine on Food, Energy, and Finance Systems. (2022). Available at: https://unctad.org/system/files/official-document/un-gcr-ukraine-brief-no-1_en.pdf
18. United Nations: Global Impact of War in Ukraine: Energy Crisis (2022). Available at: https://unctad.org/system/files/official-document/un-gcr-ukraine-brief-no-3_en.pdf
19. United Nations: Global Impact of the War in Ukraine: Billions of People Face the Greatest Cost-of-Living Crisis in a Generation (2022). Available at: https://news.un.org/pages/wp-content/uploads/2022/06/GCR-G_2nd-Brief_Jun8_2022_FINAL.pdf?utm_source=United%20Nations&utm_medium=Brief&utm_campaign=Global%20Crisis%20Response
20. World Bank Group: Global Economic Prospects (2023). Available at: <https://openknowledge.worldbank.org/entities/publication/9107b029-a130-4364-a840-044e72e1001a>

Стаття надійшла до редакції 10.05.2024

Яструбський М.Я.

доктор економічних наук, професор,
професор кафедри менеджменту і міжнародного підприємництва,
Національний університет «Львівська політехніка»
ORCID: <https://orcid.org/0000-0002-8032-4501>

Чжунцзюнь Ван

здобувач третього рівня вищої освіти,
Національний університет «Львівська політехніка»
ORCID: <https://orcid.org/0009-0003-4264-5843>

ДОСВІД ТА ПЕРСПЕКТИВИ ЕКОНОМІЧНОГО ТА ТОРГОВЕЛЬНОГО СПІВРОБІТНИЦТВА МІЖ КИТАЄМ ТА УКРАЇНОЮ В РАМКАХ СПІЛЬНОЇ ІНІЦІАТИВИ «ОДИН ПОЯС, ОДИН ШЛЯХ» З 2013 ПО 2023 РІК

У 2013 році Китай запропонував ініціативу "Один пояс, один шлях" з метою тісно поєднати свою швидко-розвиваючу економіку з економікою країн, розташованих уздовж маршруту "Один пояс, один шлях", створюючи нові можливості для економічного розвитку за рахунок взаємного доповнення. Україна розташована в зоні, що з'єднує Європу та Азію і є важливою країною на маршруті ініціативи "Один пояс, один шлях" до Європи. 2023 рік є десятою річницею співпраці Китаю та України в рамках ініціативи "Один пояс, один шлях". Протягом останніх десяти років співпраця між Китаєм та Україною у галузі торгівлі та інвестицій постійно поглиблювалась, накопичуючи багатий досвід. У цій статті систематично аналізуються

історичний процес співпраці Китаю та України протягом останніх десяти років у рамках ініціативи "Один пояс, один шлях", а також тенденції розвитку двосторонньої торгівлі. Аналізується накопичений досвід у співпраці між обома країнами у таких сферах, як інфраструктура, сільське господарство, інвестиції, видобуток корисних копалин, високі технології та інше в рамках ініціативи "Один пояс, один шлях". Водночас аналізуються виклики, з якими стикаються обидві країни у процесі спільного будівництва ініціативи "Один пояс, один шлях", переважно зосереджуючись на впливі політичної нестабільності в Україні та зміні політики нових урядів. Економічний розвиток України постраждав від геополітичних конфліктів, що призвело до нестабільності на ринку та впливу на інвестиції та розвиток проектів. Ці фактори становлять виклики для ініціативи "Один пояс, один шлях", особливо серйозний вплив вибуху війни. Крім того, у статті також описується поточні зусилля Китаю та України щодо посилення комунікації та співпраці з метою якомога швидшого досягнення миру. У майбутньому, після закінчення поточної війни, обидві країни зможуть використувати десятирічний досвід економічного та торговельного співробітництва. За стабільної політичної ситуації та зростаючої привабливості ринку в Україні, обидві сторони зможуть повністю розкрити роль ринкових суб'єктів, розширити двосторонню співпрацю, просувати стратегічну взаємодію в економічному розвитку та активно займатися післявоєнною реконструкцією.

Ключові слова: ініціатива "Один пояс, один шлях", Китай, Україна, торговельно-економічне співробітництво, досвід, перспективи.