

Received: 12 December 2017  
Revised: 21 December 2017  
Accepted: 21 December 2017  
Published: 29 December 2017

**ZMIANY W PROCESACH PROJEKTÓW  
LOGISTYCZNYCH W ZWIĄZKU Z  
INICJATYWĄ NOWEGO JEDWABNEGO  
SZLAKU NA UKRAINIE W KONTEKŚCIE  
PRAWNYCH ASPEKTÓW UNII EUROPEJSKIEJ**

**CHANGES PROCESSES IN LOGISTICS  
PROJECTS ACCORDING TO THE NEW SILK  
ROAD INITIATIVE IN UKRAINE IN THE  
CONTEXT OF INTEGRATION TO THE LEGAL  
ASPECTS OF EUROPEAN UNION**

**Iryna Fyshchuk**

PhD, assistant professor

National Academy for Public Administration under the President of Ukraine Kyiv.

\* *Corresponding author:* e-mail: irafishchuk@yahoo.com

**Streszczenie**

Współczesne euro-azjatyckie korytarze transportowe nie posiadają konwencjonalnych podstaw działania i nie mają uporządkowanego statusu prawnego na arenie międzynarodowej. Przedmiotem niniejszego artykułu jest ukazanie obecnego udziału Ukrainy w Nowym Jedwabnym Szlaku oraz dalszych perspektyw w tej inicjatywie w zakresie aspektów prawnych oraz projektów logistycznych. Artykuł bada zmiany w procesach zarządzania w chińsko-ukraińskich przedsięwzięciach logistycznych realizowanych w korytarzu gospodarczym w ramach projektu odbudowy Nowego Jedwabnego Szlaku w XXI wieku. Szczególną uwagę zwrócono na interesy narodowe krajów uczestniczących oraz obszary współpracy Ukrainy i Chin. Zbadano czynniki handlowe, które mają wpływ na analizę zmian w procesach zarządzania w logistyce, w kontekście Nowego Jedwabnego Szlaku, pod kątem współpracy z sąsiadującymi krajami w komitetach i na spotkaniach dwustronnych na temat harmonizacji procedur. Zdaniem autora Ukraina może być kluczowym punktem logistycznym łączącym Europą i Azję poprzez stworzenie systemu logistycznego z zasadą jednego okienka. W artykule określono czynniki wpływające na uproszczenie procedur logistycznych oraz ich znaczenie. Autor przedstawił transport kontenerów przez Ukrainę z użyciem pociągów Viking i ZUBR jako przykład przyszłych projektów logistycznych, które mogą rozwinąć się w ramach Nowego Jedwabnego Szlaku.

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

**Słowa kluczowe:** zmiana procesów zarządzania, aspekty prawne, integracja, transport, Nowy Jedwabny Szlak, handel, relacje chińsko-ukraińskie.

### **Abstract**

Modern routes of Eurasian Trans-tailor corridors do not have a conventional basis and these routes do not have an international legal status. This article opens perspectives of Ukraine's presence in the New Silk Road initiative according to legal aspects and logistics projects. The article investigates the change management processes in logistics projects of Chinese-Ukrainian economic corridor in the framework of reconstruction project of the New Silk Road in the XXI century. Particular attention paid to the national interests of the participating countries and areas of cooperation of Ukraine and China. Considering the trading measures that will help to analyze the change management processes in logistics according to the New Silk Road project as cooperation with neighboring countries in the committees, organization bilateral meetings on harmonization of procedures. The author reveals that Ukraine could be a core logistics connecting point between Europe and Asia through creation of a one window logistic system. Importance of the factors in the success of the simplification of logistics procedures were proposed in the paper. Transportation of containers through Ukraine of Viking and ZUBR trains were illustrated as future logistics developing projects under the New Silk Road process in the change management context.

**Keywords:** change management processes, legal aspects, integration, transport, the New Silk Road, trade, Chinese-Ukrainian relations.

### **Introduction**

Change management processes in logistics have become extremely important in the current context of globalization of the world economy. Logistics connects people, countries, markets, continents and Ukraine could play significant role in the New Silk Road project to make closer Europe and Asia. As, Ukraine is geographically located at the crossroads of the most important areas of world trade and shortest transportation routes in Eurasia region and the length of transport routes is the largest European country has the highest rating and transit potential.

Most routes of modern Eurasian Trans-tailor corridors do not have a conventional basis, as well are based only on "soft law" standards. In accordance these routes do not have an international legal status. International transport corridors (ITCs), but there transport corridors of international importance (or ITC in the broad sense). In this regard, the guilty there is an essential need for "adopting a framework the ITC, the

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

drafting of international agreements, which ITC and the creation of an international system of legal regulation of ITC.

The most competitive side in Ukraine it is logistic could be for the business competitiveness, therefore nowadays necessary infrastructural provision of a commercial activity. Various infrastructural-logistics groups (providers, objects, chains, channels and so on) play an important role in the system of entrepreneurship. At that the infrastructure itself is directly connected with institutional-object development and is an important component of the provisional logistics of an enterprise.

In this regard, the priority measures of national policy towards the development of the industry should be the development of infrastructure, formation of equal economic relations between the parties; provision of market information system, establishment of a national marketing information system. Ukraine's advantageous geographical position makes it inevitable destination for transit of goods and passengers between Europe, Asia and Middle East. Through the territory of Ukraine goes a number of international transport corridors reaching a total length of over 5 thousand km. Today country's transportation infrastructure is made of 163 thousand km of highways, 21.7 thousand km of railways, 45 civil airports, 14 seaports and other transport facilities.

China is the most world's largest exporter that supplies the world market not only with consumer goods, but also machinery, equipment, electrical and high-tech products. As regards the length of high-speed railways. Logistics in the New Silk Road concept provides for the implementation of the plan with the help of five interrelated elements a single infrastructure, political cooperation between the member states, monetary and financial flows to create free trade zones, trade relations and culture cooperation.

In 2014 one of the promising projects of the European Union on attracting additional volumes of transit cargo through the territory of Ukraine and the branch network of international transport corridors through new directions of movement was TRACECA (Silk Road). The New Silk Road of the XXI Century can again become a project of our century for our country, given the volume and cost of potential cargo flows between China and Europe. As a result of the International Silk Road Forum, which was held in Kiev in November 2016, it became clear that this project will play an important role in the return of Ukraine's status as a transit state. Jemal Inaishvili,

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

honorary chairman of the International Silk Road Chamber of Commerce, Ukraine and Georgia are potential participants in the New Silk Road project. But in order to make the land road more competitive than transport by sea, in Ukraine it is necessary to solve internal logistics issues. In any case, Ukraine should make efforts to develop the Trans-Caspian International Transport Corridor as part of the Silk Road.

Today, the world economy more than ever depends on the efficiency of the movement of people and goods. Competitive struggle in the logistics market is in full swing, which reflects numerous opportunities and equally numerous problems. In recent years, Asia - the largest emerging market in the world - is experiencing an astounding recovery. The Asian logistics and supply chain, although lagging behind these rates, can change the situation as a whole. Experts suggest that one of the main, determining trends will be the area of integrated contract logistics and outsourcing.

The whole Silk Road has two routes by land and by sea. Ukraine joined the project in 2015, and already in January 2016 the first train was launched along this route. It is worth nothing that the decision to launch a logistics corridor by passing Russia was not only political. It is a real chance to join in a global project and become a vital link in the transit corridors between Europe and Asia. Moreover, it is necessary to take into account that Ukraine increases its export potential with China.

## **Main material**

### **A number of international transport corridors pass through Ukraine**

Among them are the following:

1. Pan-European Transport Corridor III, with the route Berlin – Wrocław – Lviv – Kyiv and a length of 1640 km, from which 694 km are railways and 611 km are highways across Ukraine.

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

**Pic. 1.** Pan-European Transport Corridor III, with the route Berlin – Wrocław – Lviv – Kyiv



Source: Ukravtodor

2. Pan-European Transport Corridor V, which links Trieste and Lviv via Ljubljana, Budapest and Uzhhorod with a total length of 1595 km, from which 266 km of highways and 338.7 km of railways pass through Ukraine.

**Pic.2.** Pan-European Transport Corridor V, which links Trieste and Lviv via Ljubljana, Budapest and Uzhhorod



Source: Ukravtodor

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

3. Pan European Transport Corridor IX, with a total length of 3400 km and a route passing through Helsinki – St. Petersburg – Vitebsk – Kyiv – Odesa – Plovdiv – Bucharest – Alexandroupolis. In Ukraine, Pan European Transport Corridor IX consists of 1496 km of railways and 996 km of highways.

**Pic. 3.** Pan European Transport Corridor IX



**Source:** Ukravtodor

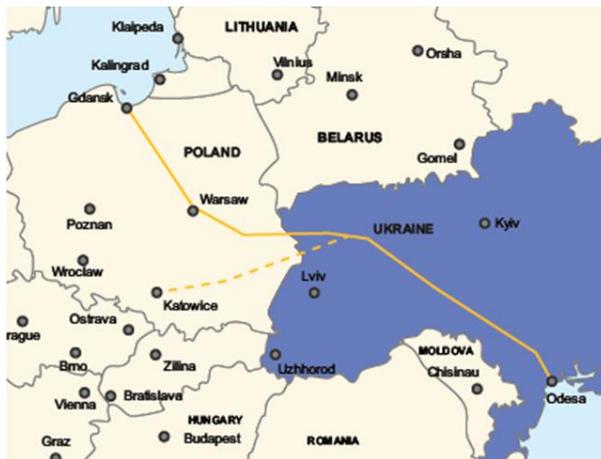
4. Gdansk – Odesa International Transport Corridor, with a length of 1816 km and passing through Poland and Ukraine. In Ukraine, this international transport corridor consists 918 km of railways and 1208 km of highways.

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

**Pic.4.** Gdansk – Odesa International Transport Corridor



Source: Ukravtodor

### **Logistics situation in Ukraine**

Ukraine has significant potential for motorway development due to its location on the intersection of multiple transport corridors, namely Berlin-Wroclaw-Lviv-Kyiv; Trieste-Ljubljana-Budapest-Lviv; and Helsinki-St.Petersburg-Kyiv-Chisinau (Odesa)-Bucharest-Dimitrovgrad-Alexandroupoulos. The existing road network in Ukraine requires substantial modernization. The total length of roads in Ukraine is 163 thousand km where 30% is classified as roads of state importance. Such roads have a higher standard rate of expenditure for road maintenance largely because of intensive freight transport. In Ukraine, road construction and repairs are managed by Ukravtodor, a State agency subordinate to the Cabinet of Ministers through the Ministry of Infrastructure.

In 2015 the total length of roads in Ukraine is 163,024.2 km compare to 2013 where it was 169,648.5 km. Excluding the temporarily occupied territories of the Autonomous Republic of Crimea, the city of Sevastopol and part of the anti-terrorist operation zone.

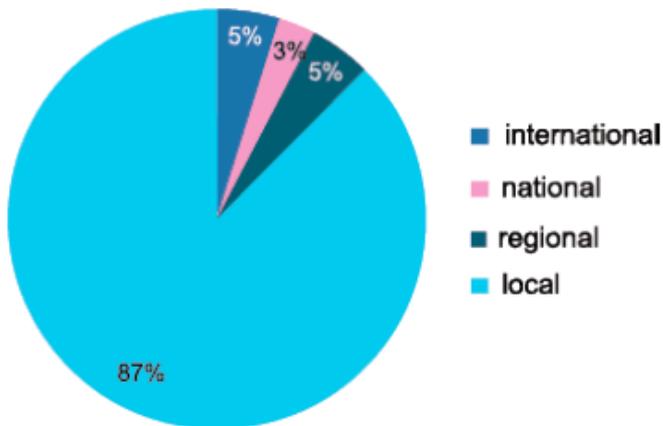
ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

Share of hard-surface roads (highways) is 97.8%. Seven automotive corridors pass through Ukraine among them are international transport corridors III, V and IX, and national transport corridors linking the Baltic Sea and the Black Sea, Europe and Asia. The total length of the transport routes (across Ukraine) is 5,240 km.

**Diagram 1.** Structure of roads of Ukraine, %



**Source:** Ukravtodor.

Roads of public use include state roads (which carry over 80% of goods) and local roads. The state roads are comprised by highways, regional and territorial roads. The length of the state roads is about 50 thousand km. On roads of public use there are more than 16.2 thousand bridges and overpasses with the total length of over 383.9 km.

**Table 1.** Automotive traffic volumes in 2014-2016

	9m 2014	9m 2015	9m 2016
<b>Freighttraffic, m tons</b>	508.1	437.5	453.8
- % change y-o-y	-6.3	-14.3	3.6
<b>Passengertraffic, m passengers</b>	4388.8	3813.8	3609.7
- % change y-o-y	-5	-13.1	-6.3

**Source:** Based on State Statistics Committee

Maritime logistics could play an important role in the development of the New Silk Road projects. In Ukraine, there are 14 (not including the Crimea) operating ports, which include 5 deep-water ports, they are: Pivdennyi Port, ports in Chornomorsk, Odesa, and Mykolaiv. About 60% of handled freight comes through the three largest of them, i.e. Odesa, Illichivsk and Pivdennyi Ports. All Ukrainian ports are at the moment state-owned enterprises.

Ukraine's railway system plays a key role in transporting freight and passengers. The operating length of the railways in Ukraine is about 21.6 thousand kilometers, 45% of which are electrified. About 1.5 thousand stations, 128 major railway stations operate as part of Ukrainian railway system. The car fleet is made up of 139.5 thousand cars, including 7 thousand passenger cars. The staff is comprised of 403 thousand employees. By traffic volumes, Ukraine's railway ranks fourth in Europe. The amount of traffic and the quality of rendered services will increase during the next three years. Large-scale infrastructure projects, such as reconstruction of the Pivdennyi Port are planned to be implemented.

On the territory of Ukraine organized and runs 11 container trains, including 5 in international traffic. For 7 months of 2016 on the territory of Ukraine consisting of container trains transported 38,021 TEUs, up 7% from the volume of transported containers consisting of container trains in the same period in 2015 (for 7 months of 2015 - 35 584 TEU).

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

**Fig. 5.** Map of seaports in Ukraine



**Source:** Ministry of infrastructure of Ukraine

During the last year about 5 billion passengers State Statistics Committee 453.8 million tons of freight and 151 million tons of freight in transit have been transported. Most of the passengers (91.6%) were transported by motor vehicles, while most of the freight (56%) was transported by railway.

### **Developing Chinese-Ukrainian relations and the New Silk Road process**

During 2016 JSC "Ukrzaliznytsia" conducted work to develop the necessary measures for the early participation of Ukraine in the transport system of the New Silk Road Economic Belt, namely of intermodal services on the route: Ukraine - Georgia - Azerbaydzhan - Kazakhstan - China (via the Black and the Caspian Sea) and back. To implement this project 05.17.2016 JSC "Ukrzaliznytsia" has joined the Steering Committee and became a full member of the Trans-Caspian international transport route (hereinafter - TMTM), which in turn enables Ukraine to become a reliable link in

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

intermodal of transport-logistic schemes of cargo delivery towards China - Europe and back.

According to the data of China`s Ambassador in Ukraine, Mr Zhang Siyun, the turnover between the countries amounted 7.07 billion dollars USA in 2015. The share of China in the foreign trade of Ukraine is now 8.2%, while the share of Ukraine in the foreign trade of China is just 0.18%. Also today China is the second largest trading partner of Ukraine, and China`s investment portfolio amounted to 7 billion dollars USA. All these operations were done through the logistics of both sides according to the New Silk Road process.

Chinese investor has retained its trust to the Ukrainian market. None of the investors in the last 2-3 years has not left Ukraine. None of the contracted projects is dead.

The most unstable factors in Ukrainian economics – political situation, the lack of clear and understandable customs procedure, long-term clearance of goods at customs. Ukraine must change this procedures and situation with corruption. As, the New Silk Road can bring great future for the logistics of Ukraine and not only with China but also with a number of countries of the Black Sea-Caspian region, which are the largest consumers of Ukrainian products, primarily agricultural.

Ukraine could be core logistics connecting point between Europe and Asia. For this we need:

- creation of a “one window” logistic system;
- introducing a system of information exchange;
- cooperation of customs and other border control
- integration in education, cooperation with universities

According to the situation in transportation to China of agricultural products, it is a half of all exports from Ukraine. Therefore, to increase production of value added - is the primary task of Ukrainian side and improve connections with the New Silk Road project. For instance, Ukraine has become the biggest corn exporter to China, overtaking even the US, the traditional number one exporter – and beyond corn, since the 2014 Russian annexation of Crimea, Ukraine has increased its agricultural trade with China by 56 percent. Success of the country will provide not only the work of

diplomats, politicians, businessmen and journalists, but also the efforts of ordinary citizens.

As distance of the New Silk Road from Ukraine to China will be quite commercially viable by delivery times, one-way train traffic will take 10-12 days. And the current train took 20 containers (some part with metal billet, but some - empty). The train will unload metal billet in Georgia, then some part of empty rail containers will go to China for loading and returning. The track time will total 11.5 days, but there are real prospects for lowering it to 9 days. As an improvement and the reduction of delivery all participants of the New Silk Road process need to improve technical facilities and logistical links.

### **Popularization the logistics process of the New Silk Road**

Logistics process of Ukraine in the New Silk Road Initiative One Belt, One Road – OBOR generally unknown among the business community, except by a very few players who are directly involved in certain cooperation bodies, such as the Joint Ukrainian-Chinese Business Council. So, this “anonymity” of OBOR Ukrainian side should make open and describe and explain the opportunities provided by the initiative to the business community. Moreover, Ukrainian side and other participants need to write more information about the OBOR project in the public sphere. Just some communication is concentrated in official channels such as the Chinese Embassy in Kyiv, the Ukrainian Embassy in Beijing, and intergovernmental bodies.

The European Union could also help Ukraine to benefit from its relationship with China. To increase efficiencies in Ukraine, China is prepared to combine its efforts with the European Union, in particular in rebuilding Ukrainian infrastructure and assisting with the process of reforms. Ukraine in the EU–China dialogue could lead to Ukraine being better integrated in the trade routes and projects between the European Union and China. In some cases, the European Union has indirectly helped Ukraine to get more out of cooperation with China. As, the Chinese market for Ukrainian milk products was opened as a result of Ukraine harmonizing its food legislation with the European Union’s requirements. Another reason why Kyiv is becoming more interesting to China is Ukraine’s Association Agreement with the European Union and the Deep and

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

Comprehensive Free Trade Area (DCFTA). Unlike the EEU, the OBOR initiative does not require exclusive membership – on the contrary, overlapping economic projects that complement each other seem to be very welcome. At the crossroads of the EU and Silk Road, Ukraine has an opportunity to diversify its trade and consolidate relations with the European Union and China.

### **Trading conditions in the New Silk process and roadmap for future logistics**

Trade facilitation will help to develop corridors as it could be: a study on the readiness to implement the World Trade Organization Agreement. The following measures will help to develop corridors:

- to cooperate with neighboring countries in the committees;
- to organize bilateral meetings on harmonization of procedures;
- to develop specific tools and projects: time Release Study and Business process analysis (including the corridors);
- Electronic Data Interchange (use the corridors);
- implementation of international standards and recommendations;
- create special working subcommittee on corridors.

Roadmap for future logistics improvements could include five stages of evolutionary development:

Level 1: Paperless Customs + electronic payment of customs duties + electronic container loading plate + taking into account the risks;

Level 2: The connection to the information systems of other regulatory agencies (paperless customs linkage with additional documents - electronic certificates permissions to the system);

Level 3: Electronic documentary turnover among stakeholders within the (air, sea) port communities;

Level 4: An integrated national logistics platform, in which traders and logistics providers exchange information;

Level 5: Regional system of information exchange.

Transporters and exporters/importers have different ideas about information - Two different approaches developed in European Union "in terms of shipment" (focus on the

customs declaration) and "in terms of cargo" (with an emphasis on cargo security). Other than European Union countries (including Ukraine) have such conditions:

- Configure the data network in a national context: to create a national framework documents and XML-schemas;
- Integration of information needs of the bodies controlling the movement of goods throughout the supply chain;
- Data Harmonization m/s from different institutions of the European Union countries;
- Create a favorable environment for customs single window.

The main objective of trade facilitation is to streamline procedures, elimination of unnecessary bureaucratic and administrative barriers. Simplification of procedures can be an important development factory logistics interchanges countries.

It is also becoming clear and a further sequence of problem solving:

- Streamlining the information and makes information flows makechanges in procedure (applied as a relatively transported vehicles and cargo, and for information about them);
- The need to consolidate at the normative level of the changes, in turn, entails a change in the current legislation.

We need to make the intensification of work on the implementation of the "Single Window" in Ukraine, the following should be noted that the "single window" is understood as one of the instruments contributing to simplification of customs clearance procedures, including the implementation of the project combined transport train "Viking".

### **“Viking” train – entering the European Union market**

Today, the "Viking" is one of the most promising projects to demonstrate the benefits of new logistics solutions. First, the train itself, being launched for the first time (on the route Ilyichevsk-Klaipeda) was the prototype of intermodal transport - the mode of transport, which is in demand in world trade increases. Second, to date, this train as a bridge, to integrate with the waterway, firmly fit into the development plans of the powerful transport corridors.

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

Thus, the advantages of "Viking" in this context are obvious. It - competitive prices, direct, and virtually no delays, the international shipping of goods from the departure station to the destination station; a high level of cargo security; environmentally friendly transportation. Among the factors of attractiveness of the route should be made fast border crossing (to cross the border of Lithuania and Belarus takes only 30 min.) And the simplified procedure of customs control at this intersection. The general algorithm of realization of the idea lies in the already mentioned "triangle", "Info-procedure-law."

Transportation of containers consisting of container trains up to 27% of the total volume of containers transported through Ukraine. Priority was given to the organization of combined transport train "Viking" and container train «ZUBR». Train "Viking" and "ZUBR" sent from the Ukrainian station three times a week on a fixed timetable, irrespective of the number of cars in the train. For timely formation of groups of containers action to include them. the train "Viking" and "ZUBR" Train operators provide a supply of rolling stock for loading containers in advance, at the request forwarders or cargo. For 7 months of 2016 in the train "Viking transported 2588 TEUs, representing 73% of the volumes transported in the same period in 2015 (for 7 months of the year 2015 - 3554 TEUs); in the train «ZUBR» shipped 856 TEUs, which is 45% more than the volume of traffic in the same period of 2015 (7 months of 2015 - 589 TEUs).

**TABLE 2. FACTORS IN THE SUCCESS OF THE SIMPLIFICATION OF PROCEDURES IN THE CHANGE PROCESSES**

<b>Factors</b>	<b>Simple mentation of procedures</b>
Control	Secure data management data owner; Enables setting a subset of data that ensures management and collaboration
Interoperability	Maximum compliance with standard data and minimize data redundancy; Support the development of the individual, but it is compatible content business by providing the appropriate technical solutions
Collaboration	Providing collaborative environment for corporations, organizations, project teams and independent parties; Supply of technical equipment for joint work, such as the central repository and version control
Economization	Save time by reusing instead of retyping data standards; Minimize upgrades and data migration efforts

**Source:** own work.

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

So, logistics could include factors that will make more successful integration processes of the New Silk Road projects and Ukraine could play significant role to connect with European Union market, for this logistics procedures could have control, interoperability, collaboration, and economization.

Stability - a necessary condition successful development. In the development of logistics solutions in the New Silk Road will be mutually beneficial cooperation between China and Ukraine. The development of new directions for the transport of goods to Lithuania, Turkey, Georgia, Azerbaijan. Development of transport trailers and semi-trailers. Development of passenger traffic. Some points popularization of the New Silk Road is doing now in big cities in Ukraine, it is spreading information in some conferences and learning Chinese language.

### **Legal aspects**

In recent years, China has initiated the inclusion of Ukraine in the process of creating a unified system of infrastructure and infrastructure trade routes in Eurasia. In this context, an effective platform for Implementation of intergovernmental relations at a qualitatively new level and the implementation of large-scale cooperation should take place treaty on friendship and cooperation between Ukraine and China, and the implementation of the Program for the Development of Strategic Partnership Relations between Ukraine China.

To expand cooperation with China and European Union, Ukraine needs to ensure stable business contacts and fruitful dialogue in the legal field in view of the current challenges. It should be noted that Ukraine has already made the first ways to integrate into the international transport system, having adopted the following legal acts:

- Cabinet of Ministers of Ukraine Decree No. 1324 of October 30 1996 "On the creation of transport corridors in Ukraine and their entry into the international transport network".
- Resolution of the Cabinet of Ministers of Ukraine No. 821 dated August 4 1997 "On Approval of the Concept of Creation and operation of the national network of international transport corridors in Ukraine".

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

- Cabinet of Ministers of Ukraine # 346 of March 20 1998 "On Approval of the Program of Creation and operation of the national network of international transport corridors in Ukraine ".
- Cabinet of Ministers Regulation No. 965 of July 11 2002 "On the Establishment of the Interdepartmental Commission on Issues transport corridors and transit policy ".
- Law of Ukraine No. 3022-111 dated February 7, 2002 "On the Integrated Program of the Approval of Ukraine as Transit State in 2002-2010 ", basis which was the Program of development of transport corridors in Ukraine.

Provide further strategic development The partnership between Ukraine, China and European Union depends on the following strategies:

- intensification of Ukraine's cooperation with international organizations and partner countries, aimed at harmonizing various standards;
- creation within the framework of the activities of the Joint Intergovernmental Commission of the Subcommittee on Transit Corridors and Transit Policy;
- definition and analysis of international legal ways Ukraine's engagement with China in the area of Chinese politics construction of the "economic belts of the New Silk Road";
- adoption of laws that would encourage creation and functioning in Ukraine of new highways of international importance.
- initiation of regional cooperation within the framework expanding interaction with chinese partners for intensification of practical interaction.
- improvement legal aspects of integration of Ukraine to EU according to DFCTA agreements.

## **Summary**

There is a need for the necessary legal regulation use and other transit potential of Ukraine. This is due to the need to improve cooperation in shaping the legal framework regulating transport between Ukraine and partner countries, as well as to simplify formal procedures for carriage cargoes Ukraine's participation in the

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

development of the new transport corridor is very relevant in connection with the annexation Crimea, and also determined by the need for formation new economic conditions in the context of integration into the European Union.

Outlines the scientific problem of logistic future on the interaction of trading conditions and open window factors of both sides to ensure the effective implementation of the objectives of intergrate Ukraine in situation on the route New Silk Road and it can be continued the following areas as: development of structural and functional method of forming the system of interaction of authorities in the field of logistics developing even with other countries; creating new routes and getting results “win-win” like with train Viking and Zubr; development intermodal deliveries; enforcement forces of the principles and norms of information processing as interaction of the subject; development of methods of cooperation of authorities.

Implementation of integrated on activities on development of the transport sector is a strategically important task for Ukraine, which provides for the implementation of infrastructure and transportation projects, including: reconstruction of airports, bridges, roads, tunnels, separation of passenger and freight rail routes and the launch of high-speed trains in the daytime, upgrading ports, creating a chain of international logistics centers, further development of the network of international transport corridors that would ensure effective communication between Europe and Asia via Ukraine.

## References:

1. CHI Lo (14 June 2017) The Belt and Road Strategic Plan. For professional investors. <https://docfinder.is.bnpparibas-ip.com/api/files/1E3806D2-6DA7-4FE4-B42A-FF071A566B6D>
2. Chinese company to carry out Kyiv-Lviv-Warsaw-Berlin high-speed rail feasibility study <http://www.think-railways.com/chinese-company-carry-kyiv-lviv-warsaw-berlin-high-speed-rail-feasibility-study>
3. HANSEN V. *The Silk Road: A New History* : Oxford University Press, 2012. — 320 p.
4. European Union, Trade in goods with China, available at: [http://trade.ec.europa.eu/doclib/docs/2006/september/tradoc\\_113366.pdf](http://trade.ec.europa.eu/doclib/docs/2006/september/tradoc_113366.pdf)
5. LEHMANNJ-P. With wounded Russia in retreat, a rising China is riding the waves of globalisation *South China Morning Post*, 18. Oct. 2016
6. Promgruz in Ukraine, article available at: [http://promgruz.com/pages/ukrainian\\_railways](http://promgruz.com/pages/ukrainian_railways)

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)

7. SEMENOV D.V. Legal regimes of Eurasian transport Corridors // DV Semenov // Eurasian Legal Journal. – 2013 - No. 1 (56). - P. 21 - 25.
8. SHEPARD, W. (2016) “The New Silk Road Is Not Chinese, It’s International.” Forbes (October 14). Available at [www.forbes.com/sites/wadeshepard/2016/10/14/regardless-of-what-beijing-says-the-new-silk-road-is-not-chinese/#76405ef67289](http://www.forbes.com/sites/wadeshepard/2016/10/14/regardless-of-what-beijing-says-the-new-silk-road-is-not-chinese/#76405ef67289).
9. SHEVCHENKO O. The Great Silk Road dialogue of cultures and civilizations // Ukraine-China. - 2014. - № 1 (6). - p. 34 - 39.
10. Source of JSC “Ukrzaliznytsia” available at: <http://www.uz.gov.ua/en/>
11. Source of Ukravtodor, available at: <http://ukravtodor.gov.ua/>
12. Statistics of Ministry of Infrastructure of Ukraine, available at: [www.mtu.gov.ua](http://www.mtu.gov.ua)
13. State Statistics Service of Ukraine, available at: <http://www.ukrstat.gov.ua/>

ISSN 2543-7097 / © 2017 The Author I. Fyshchuk.

Published by International Institute of Innovation «Science-Education-Development» in Warsaw  
International Journal of Legal Studies 2 (2) 2017; 345 - 363

 This is an open access article under the CC BY-NC license  
(<http://creativecommons.org/licenses/by-nc/4.0/>)