

Even in countries that have received the “sweet benefits” of globalization, uprisings break out here and there against foreign values that are passed off as universal (the anti-globalization movement). A sharp increase in competition on a global scale leads to growing income inequality, job insecurity, and a sense of insecurity (which manifests itself in an increase in the number of suicides, unmotivated outbursts of aggression, and the number of visits to psychiatrists) [2].

Representatives of the most ancient peoples who respect and appreciate their past suffer and observe a painful lag behind the “first world”. The conflict between fathers and children, the conflict between men and women, the conflict between the idea of social justice and the idea of natural, Darwinian selection of the strongest and most powerful is intensifying. In the developed countries of the world, both left and right forces of the political spectrum oppose globalization.

The future of globalization cannot be predicted. The only thing that is clear is that the problems of globalization need to be solved in a unified international cooperation, based on legal, economic and cultural norms. And in a short period of time, these problems also cannot be solved. For this purpose, world-famous organizations such as the UN, the IMF, the WTO were created, whose activities are aimed at managing international cooperation and regulating the world economy.

REFERENCES:

1. Otakhonov, B. D. The problem of globalization / B. D. Otakhonov. – Text : direct // Young scientist. – 2018. – № 50 (236). – P. 433–435.
2. MOLUCH [Electronic resource] : The problem of globalization. – Mode of access: <https://moluch.ru/archive/236/52095>. – Date of access: 11.03.2022.

Yang Yang

Science tutor *A. Amelyaniuk*
YKSUG (Grodno)

CHINESE MERCHANT FLEET IN THE INTERNATIONAL FREEDOM MARKET

This paper analyzes China’s current freight market and describes the situation of merchant ships owned by China. On the existing basis, this paper objectively analyzes the advantages of Chinese merchant fleet at the current stage, including Chinese demand for the import and export trade market as a superpower, the control and management of the Chinese government on the merchant shipping market, and the current strength and orders of China's overall shipbuilding.

Freight market is the most important part of the shipping market and the market in which the relationship between supply and demand is reflected. The broad freight market, which is also today’s freight market, refers to a broader market including the Baltic

Exchange. Today's Baltic Exchange has no physical freight or ship trading transactions, but has evolved into an information provider, resulting in the largest shipping derivatives market. Today's broad maritime freight market mainly refers to two parts: the non-time charter market and the container liner market. The market here is no longer a physical concept, but an abstract concept.

There are two typical basic characteristics of the freight market. First, the international freight market is a highly open market. Compared with other markets, countries have low control over the foreign trade freight market, and the international freight competition is very fierce. Second, the development of international freight transport is closely related to the development of the world economy. Freight demand is an important derivative demand of the world economic and trade demand.

By the end of August 2021, the number of fleets owned by Chinese ship owners had totaled 10,603, or 216 million gross tons, accounting for 15% of the total transport capacity of the global fleet, second only to 17% of the Greek ship owner fleet. Bulk carriers and container ships are the most important subdivision ship types in the Chinese fleet, contributing nearly 71% of the fleet capacity of Chinese ship owners in terms of gross tons. It is worth mentioning that China is also the largest owner of bulk cargo ships and container ships in the world, accounting for 21% and 15% of the total transport capacity of the global bulk cargo fleet and container fleet respectively in terms of gross tons **Error! Reference source not found.**

Due to the rapid expansion of the fleet size of Chinese ship owners in the past decade (the annual compound growth rate in terms of gross tons is as high as 8%, and the annual compound growth rate of the global fleet in the same period is only 4%), the overall fleet of Chinese ship owners is relatively young. In terms of gross tonnage, the average age of the Chinese ship owner fleet is 10.2 years, which is lower than the 12-year level of the global fleet. It is the third youngest fleet among the global ship owners, second only to the average age of 8.5 years in Japan and 9.1 years in South Korea.

In the 21st century, Chinese maritime industry is booming and has made remarkable achievements. China has begun to play an important role in international trade. China has more than 18,000 km of coastline and rich marine resources, and its unique natural conditions have laid a good foundation for the development of Chinese shipping industry.

At present, from the perspective of Chinese economy and population, there is no doubt that China ranks first in the world in terms of the demand for goods. Every year, most of the world's dry bulk cargo, especially iron ore, coal and grain, is transported to China. At the same time, China exports the most products to the world every year, most of which are transported in containers. 84% of Chinese foreign trade exports are completed by fleet. Chinese international fleet ships account for 5.3% of the world's total fleet, and containers account for 5.0% of the world's total fleet. The total fleet capacity ranks fifth in the world's merchant fleet, becoming one of the world's largest shipping countries.

According to the report of VesselsValue on February, 2020, the shipbuilding volume of China, Japan and South Korea exceeds 76% of the total global merchant fleet. The top ten shipbuilding countries account for more than 90% of the global fleet 0.

In terms of the number of ships built alone, China is well deserved to be the first echelon in the world. However, most of the ships we are building are cheap and low value-added bulk carriers and container ships. Moreover, most of the core equipment is imported or manufactured authorized by foreign brands.

Some data show that the dependence of Chinese foreign trade on the shipping industry has reached 90%. According to statistics, in 2018, there were 510,000 crew members, plus about 1 million land and shore management personnel, shipping agents, freight forwarders and other related fields. In China, there is one maritime related practitioner in every 900 people.

One belt, one road crossing China and Europe and the United States, is one of the three main routes in the world. One is the trans Pacific Ocean, the other is China and the United States. Another is the Asia Europe route. It is a place for shipping in China and the Atlantic. It is also Chinese oil lifeline. However, even if the shipping scale is enough, the weak position of China and Chinese enterprises is very obvious when disputes are involved in the interests all over the world.

REFERENCES:

1. Chinese fleet has grown rapidly and become the second largest ship owner in the world [Electronic resource]: the world's leading provider of integrated shipping services-Clarkson research-Clarkson Research Services Limited. – Mode of access: http://www.eworldship.com/html/2021/ship_market_observation_0909/174694.html. – Date of access: 05.02.2022.
2. The shipbuilding volume of these three countries exceeds 76% of the total global merchant fleet [Electronic resource]: The world's first shipping data organization-VesselsValue Ltd. – Mode of access: https://www.sohu.com/a/374433342_401186. – Date of access: 06.02.2022.

Huang Rongrong
Science tutor *I. Zhabianok*
YKSUG (Grodno)

CHINA'S MONETARY POLICY IN THE FACE OF COVID-19

This paper analyses and studies the monetary policy adopted by the People's Bank of China to strengthen counter-cyclical adjustment under the new crown pneumonia epidemic, including open market operations, rate cuts, interest rate cuts to maintain a reasonable abundance of market liquidity and reduce financing costs for the real