

PROBLEMS AND PROSPECTS OF MULTIMODAL TRANSPORT DEVELOPMENT  
IN THE REPUBLIC OF BELARUS

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*This article dwells on the necessity of creation of an integrated system of multimodal transport in the Republic of Belarus. Logistic directions to increase effectiveness of mixed transport were researched. Some measures to enhance the development of multimodal transport were proposed.*

The process of globalization in the world economy and the increase in transport activity led to the establishment of network of international transport corridors in Europe, two of which cross the territory of the Republic of Belarus. The International Classification define them as number II West-East and number IX North-South. The speed and quality of goods movement through international transport corridors are determined by the level of efficiency of their infrastructure, which gives significant effect and strengthens the competitiveness of the Belarusian transportation among other countries.

The geographical position of Belarus plays an important role in contribution to the development of international transport corridors. Located between the EU and Russia, the republic of Belarus has all the prerequisites to increase road transit of transport system and destinies to act as a «transport bridge» between them. For the Republic of Belarus, the problem of developing transit services and transit transport is of current importance because transportation of goods by road in transit across its territory is carried out by transporters from more than 50 countries. Transit services is one of the key directions of the economic development of Belarus, an important source of foreign exchange earnings and stimulation for creation of additional job opportunities. Freight turnover structure of the Republic of Belarus by mode of transport in 2017 is presented in Figure 1.

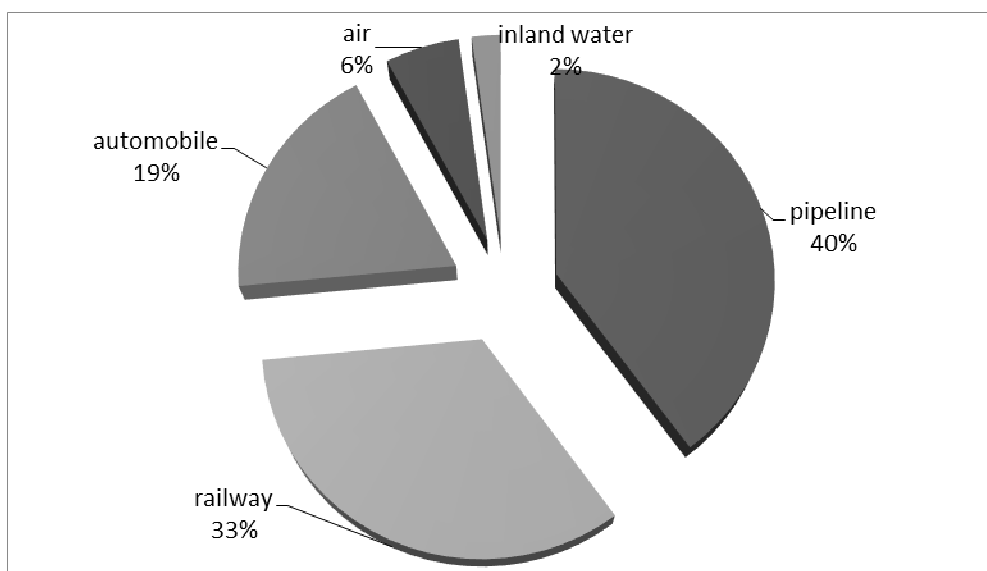


Fig. 1. Freight turnover structure of the Republic of Belarus by mode of transport in 2017

Transport development for Belarussian economy is a task of the first priority. Its share in gross value added of the country remains low, and in the last five years does not exceed 10-11%. Relatively low contribution of Belarussian transport in gross value added can be explained by inadequate resource management and lack of development of transport service unrelated to transportations, which is 18%. In developed countries, that rate comprises 25-30% [1].

Solution to this problem might be found in the development of a transport and logistics system by creating a network of transport-logistics centres. A prerequisite for this is the developed port infrastructure in

coastal countries bordering Belarus (Ukraine and Lithuania). It makes it possible to create competitive conditions for the transit in the indicated direction.

However, to do this it is necessary to eliminate the impact of constraints on increasing transit flows through the territory of Belarus, namely, the lack of a modern system of intermodal (multimodal, mixed) transport intensively developing in Western Europe on the basis of logistics principles, which ensures the delivery of goods "from door to door" and it's as accurate as a spade.

The formation of a multimodal corridor requires the creation of a unified information support system, which will facilitate its universality and availability of information on the promotion of goods for all participants in the transport and logistics system, starting from the consignor and ending with the consignee. Based on information about the location of the cargo and the vehicle, it is possible to develop not only new approaches and standards of transport services, but also the conditions for the docking of Belarusian information systems with Russian, European and other communications.

Foreign experience shows that multimodal freight transport has its advantages: flexibility in the delivery of goods, the ability to use any type of container, the ability to forward cargo during delivery, door-to-door delivery of cargo, monitoring at any stage of transportation.

Multimodal transportation is the highest type of transportation, which uses at least two different types of transport, in which the following things are exactly calculated and coordinated: the optimal scheme and route of traffic, the time and place of transport, the time and place of goods reloading, provisionally temporary storage cargo, provided for various additional services depending on the complexity and needs of the customer. However, most importantly, it carries out transportation and bears full financial and legal responsibility for the data of specific transportation - a forwarding company. In the practice of foreign trade activities, as well as in economic and legal literature, such transportation is often called "intermodal", "combined", "mixed" [5]. Multimodal goods and freight transportation is the most modern type of cargo delivery used in international cargo delivery. An approximate scheme for transporting goods by combining different types of transport is shown in Figure 1.

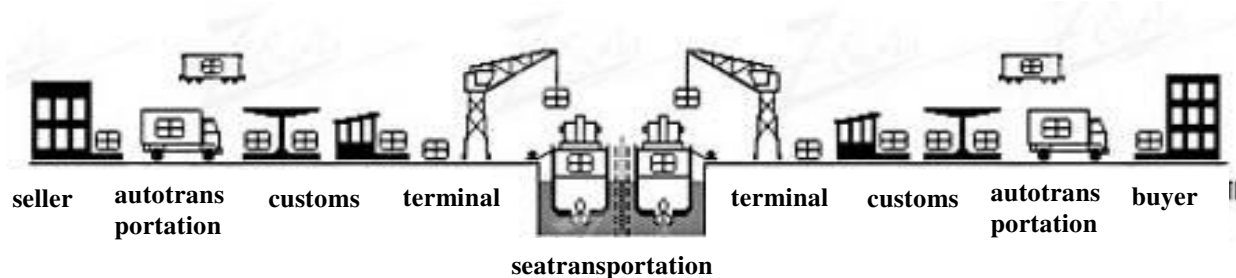


Fig. 2. Scheme of organization of multimodal transportation [2]

The main reasons for the underdevelopment of multimodal transport in the Republic of Belarus are the absence of a special rolling stock (containers, demountable bodies, wagons for the carriage of road trains, etc.) and terminal infrastructure, media and modern intermodal transport technology based on them.

As practice shows, transportation through the territory of Belarus is most often made by means of one type of transport and in 70% of cases, it is cars. To date, as a result of the increase in transportation tariffs, rail transportation has become less expensive in terms of road transport: deliveries with minimal time, which are hardly discernible at cost. In this case, preference is given to road transport rather than the railway.

In addition, the main problem is the unwillingness of customers to transport the documentation independently when they receive their cargo via the railway at the Kalyadichi station. In the Republic of Belarus, the services of customs brokers, which deal with all customs clearance – starting with receiving cargo at the place of unloading containers and ending with the payment of duty for using the container, have not developed enough. Basically, in sea transportations only containers that are owned by the port of shipment are used, which is economically viable in comparison with the purchase of transportation equipment.

The next reason for the lack of development of combined transport in the Republic of Belarus is the comparatively insignificant range of cargo transportation, which makes it seem inexpedient and costly. In almost 70% of cases, road transport is used, and rail and river transport is used less often. The small percentage of the use of air transport is due to its inaccessibility and high cost.

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**Economics**

Nevertheless, the development of multimodal transport is necessary for the Republic of Belarus, which is confirmed by both foreign experience and perspective directions of development of transport and logistics defined by the highest state bodies. In the State Program for the Development of the Transport Complex of the Republic of Belarus for 2016-2020 approved by the Council of Ministers of the Republic of Belarus on April 28, 2016, the development of multimodal transport and, in particular, water transport of raw materials and energy carriers that have a stable flow of goods in international traffic are predetermined. Both on the territory of the Republic of Belarus and within the framework of international cooperation with Ukraine, there will be efforts to create conditions for attracting an investor in order to form the necessary infrastructure that ensures the processing of river-sea vessels in the Republic of Belarus [3].

The formation and development of a transit-attractive transport and logistics system on the territory of Belarus implies the further creation of multimodal multifunctional transport and logistics centers, including cross-border terminals. In particular, it is necessary to exclude cases of irrational specialization, provide the availability of access to railroads, open departmental customs points in the centers, pay more attention to water and air transport. Therefore, a more detailed research of the feasibility studies of logistics centers is needed and the experience of successful foreign projects should be taken into account (for example, the European Trade and Transport Center in Frankfurt am Oder, the Bologna Freight Village cargo village in Italy, the Malashevichi transboundary transport and logistics center in Poland). It is also important to take into consideration that in Western Europe the activities of transit logistics centers provide 25-40% of the income of the transport complex in the countries [4].

Thus, at the current stage for the development of multimodal transport in the Republic of Belarus, the following measures should be taken:

1. Development of logistics in the direction of international logistics (taking into account the country's transit potential and geographical location with the prospect of creating a kind of center of the Trans-European Railway).
2. Modernization of cargo terminals in order to increase their throughput.
3. Maximize the available technical capabilities of the trans-port-logistical centers of the Republic of Belarus.

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