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**ANALYSIS OF THE STATUS AND PROSPECTS OF DEVELOPMENT OF FREIGHT
BY MOTOR TRANSPORT IN THE REPUBLIC OF BELARUS**

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The article presents the analysis of the condition of cargo transportation by motor transport in the Republic of Belarus. It analyzed the volume of cargo transportation by motor transport, and freight turnover of motor transport over the last six years and determined the perspective of development of freight motor transport in the Republic of Belarus.

Motor transport is the main mode of transport by transportation cargo in the city and neighborhood, serves more than 57 percent of freight traffic, providing the ability to deliver cargo "door to door".

In the Republic of Belarus there are more than 414 thousand trucks. In 2015 their number has increased compared to the 1990 level (225,6 thousand trucks) by 83,5 percent. During the same period from 1990 to 2015 the volume of freight by public motor transport decreased by 2,4 times from 428,1 million tons to 180,2 million tons (table 1). In January – November 2016 the volume of freight by motor transport amounted to 162.26 million tons, accounting for 96,7% in relation to January – November 2015. This happened because the organizations actively acquire trucks, although the freight are not their main activity, and performed for their own needs. This type of freight is not reflected in the statistics. The efficiency of such transport is low, and high cost.

Table 1 – Volume of freight by motor transport (million tons)

Region	2010	2011	2012	2013	2014	2015
The Republic of Belarus	166,9	191,0	189,3	192,5	191,7	180,2
Brest region	30,4	30,7	28,4	26,5	27,0	25,3
Vitebsk region	17,0	19,5	19,9	20,2	18,9	17,1
Gomel region	12,9	15,2	14,8	18,9	18,6	17,6
Grodno region	24,6	27,1	26,4	27,9	25,1	22,9
Minsk city	32,0	41,4	40,1	35,4	35,1	34,6
Minsk region	35,4	41,6	44,0	47,1	52,7	47,7
Mogilev region	14,7	15,4	15,7	16,5	14,2	14,9

Freight turnover of public motor transport in comparison to 1990 increased by 3.2 times from 7.7 billion ton-kilometers to 24.5 billion ton-kilometers (table 2). In January–November 2016 the freight turnover of motor transport executed by organizations and individual entrepreneurs totaled 22624,9 million ton-kilometers (101.2% as against January–November 2015). This growth in freight turnover due to the active development of international motor transport and the increase in the average transportation distance. During 2010 – 2015 the total volume of international freight increased from 6,8 million tons to 12 million tons, or 1,8 times.

Table 2 – Freight turn over of motor transport (million ton-kilometers)

Region	2010	2011	2012	2013	2014	2015
The Republic of Belarus	16023	19436	22031	25603	26587	24523
Brest region	2795	3288	3796	4469	4646	4575
Vitebsk region	1194	1335	1596	1859	1979	1753
Gomel region	1351	1689	1855	2238	2375	2141
Grodno region	1786	2147	2603	3106	3353	3074
Minsk city	5568	6600	7249	7391	7490	7095
Minsk region	2238	2910	3341	4591	4737	4063
Mogilev region	1091	1467	1591	1950	2008	1822

It should be noted that in Belarus motor transport services are ranked first among exports of services.

The international automobile transportations are carried out on the basis of the national legislation and concluded bilateral and multilateral treaties and intergovernmental agreements. The Republic of Belarus has concluded 55 agreements in this field with 44 countries, work is continuing on the signing of agreements on international motor transport with other countries that are promising directions of implementation of transport of

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goods and passengers. Special attention is paid to the liberalization of international motor transport. In 2015 there has been planned the way of the abolition of the licensing system with the Republic of Macedonia and Republic of Slovenia. In the framework of the Eurasian economic Union has already cancelled permits for bilateral and transit transport, and also assumes the lifting of the ban on cabotage.

In the Republic of Belarus preference for motor transport compared to Railways. This is due to the role of Belarus as a transit country in international trade between EU member and the CIS, and is caused by the speed requirements of transportation and requirements of modern producers to the transport of perishable and expensive goods.

The most important element of the logistics infrastructure of Belarus is the network of public roads. Their length is more than 86 thousand km. Major importance roads of national significance (a length of about 16 thousand km), which carried, more than 70% of all goods.

Currently, the State program for the development and maintenance of roads in the Republic of Belarus for 2015–2019. Its main objectives are the modernization of roads in all directions of international transport corridors; increasing the technical level of national roads connecting Minsk with regional centers; construction of bypasses of a number of cities; the development of a network of local roads; construction of roadside service objects.

During 2015–2019 is planned to reconstruct and build 1158 km of national roads and 2213 linear meters of bridges and overpasses. The parameters of the 1st category will be given 520 km of national roads which bring them to international standards. By 2020 it is planned to perform capital repairs of 1600 km of national highways, 8200 linear meters of bridges and overpasses, repairs of 7200 km and 6500 linear meters of bridges and overpasses. Will be upgraded 2758 km of roads with an increase in the bearing capacity to 11,5 tons per single axle. Within five years it is envisaged to increase the length of the Republican roads in good condition compared to 2014 for 4972 km. Speed limit will be raised for 520 km of roads. The length of toll roads in general will be 1968 km.

The competitiveness of Belarusian carriers on the international transportation market, the sustainable performance of transportations of passengers and cargo in the intra Republican message directly associated with the timely renewal of the vehicle fleet. At the same time to ensure the competitiveness of international road carriers especially, it is important to update it due to the purchase of automobiles of high ecological class.

In previous years, the park international vehicles actively updated, but recently the trend has changed. The introduction of utilization fee and state duty for permission for admission of vehicles to participation in traffic worsened the position of Belarusian carriers.

According to the State program of development of transport complex of the Republic of Belarus for 2016–2020 the development of outsourcing in the field of road transport will promote a more rational use of cars and increase of efficiency of transport organizations. These organizations have developed production and technical base and staff to carry out the works for the storage, maintenance and repair of vehicles and qualified personnel for operation management and logistics.

To increase the proportion of transport organizations of private form of ownership that carry out freight transportation in the regular message will be created conditions for the development of public-private partnerships by improving the performance of operators of passenger transportation in terms of giving them roles in the payment for the performed transport work.

The state program of development of transport complex of the Republic of Belarus for 2016 – 2020 is aimed at the development of motor transport in accordance with the needs of economy of the Republic and its population, creating conditions for the growth of exports of road transport services, improvement of normative legal acts in the field of transport activities. The target of the Program is the growth of freight turnover of motor transport to 107,1 % in relation to 2015.

In turn to enhance the transit appeal of Belarus is required to address the following issues:

- improvement of legislation on administrative responsibility;
- optimization of seasonal restrictions;
- international certificate of weighing;
- introduction of the list of perishable goods;
- the use of electronic versions of special permission to journey of heavy and (or) large vehicles on public roads etc.

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