

UDC 656.073.14

**THE ANALYSIS OF ACTIVITY OF TRANSPORTATION AND LOGISTICS ORGANIZATIONS OF THE REPUBLIC OF BELARUS****KARINA RASHKEVICH, JOHN BANZEKULIVAHO**  
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*The article presents an overview of transport and logistics operations, reviews existing transport and logistics organizations, describes the volume of freight forwarding, transport and logistics services, reveals the problems of development of transport and logistics services in the Republic of Belarus and suggests solutions.*

With the development of the logistics system, the problem of efficiency increasing of transport and logistics process requires new approaches to the organization of cargo transportation in the Republic of Belarus. The geopolitical position of the Republic of Belarus predetermines its role as a transit country. Being at the crossroads of major international transport routes connecting Western Europe with the East, the country's Black Sea coast to the Baltic Sea, Belarus not only can, but should become a key element in the implementation of development plans and strengthen the two trans-European transport corridors "East - West" and "North - South". It is real only if the country is able to take an advantage of its location, that is, to create an effective network of international transport and logistics services and to integrate into the European logistics system.

Transport plays an important role in the economic system of any country. This is one of the basic sectors of the national economy, which forms the infrastructure of the economy and provides the interconnection of all its elements. The level of development of transport and logistics system of the country is one of the most important features of its technological progress and civility. Transport and logistics complex of the Republic of Belarus is extremely important to the livelihood of its diversified economy and the implementation of social policy. Its sustainable and efficient functioning is a prerequisite for stabilization, raise and restructuring of the national economy, national security, for improvement of the environment and of living standards [1].

According to the program of development of the logistics system of the Republic of Belarus for the period until 2015, approved by the Council of Ministers of the Republic of Belarus on August 29, 2008 № 1249, one of the most important tasks for transport and logistics centers, is the development, organization and implementation of efficient schemes of movement of goods on the territory of the republic and other countries through the creation of a single technological and information process, which brings together the activities of suppliers and consumers of financial products, banks, customs and insurance companies using different modes of transport [2].

It should be noted that the transport complex of the republic holds a dominant position in foreign service trade and is one of the main sources of currency inflow into the country.

As a part of the development program of the logistics system of the Republic of Belarus for the period up to 2015 some necessary decisions concerning development of transport and logistics infrastructure have been made.

Volume of rendered logistics services in the Republic of Belarus in 2015 amounted to 1498 trillion rubles, including the services rendered by transport and logistics centers – 981.6 billion rubles, wholesale and logistics, trade and logistics centers -115.9 billion rubles. Income from logistics services of transit cargo handling on the territory of the Republic of Belarus amounted to 462 billion rubles. As a result of the program, 20 logistics centers operate in the Republic of Belarus [3].

In the activity of transport and logistics organizations in the Republic of Belarus there are some problems that prevent their effective development, namely:

– absence of modern logistics infrastructure. As a result of the global logistics studies conducted in 2016 by World Bank experts, system of Belarus in the list of 160 countries is on the 120 th place;

– the outdated transport park of vehicles requiring modernization, as well as the lack of economic mechanisms for this;

– the legal base problem. Many regulatory and legal acts need to be updated;

– insufficient development of logistics services infrastructure (temporary accommodation points, the number of petrol stations, service stations, restaurants and other points of public catering, etc.). This makes transportation and transit through Belarus less attractive especially for foreign carriers [4].

Referring to these and many other problems, by the Council of Ministers decision of July 18, 2016 № 560 the program of logistic system and transit potential development for 2016-2020 was approved, which takes into account the priorities of the Republic of Belarus social and economic development, including growth and diversification of goods and services export, providing foreign trade balance [5].

## Economics

The objectives of the National program of logistic system and transit potential development for years 2016-2020 are: improvement of the environment of logistics activity, more efficient use of logistics infrastructure and transit potential of the Republic of Belarus.

To achieve the objectives of the National program it is necessary to solve the following problems:

- improve the quality and complexity of logistics services;
- provision of logistics infrastructure development and improving the efficiency of its use;
- improving the legal and economic conditions for the effective use of transit potential.

The National program foresees the achievement by 2020 in relation to 2015 under favorable conditions of the following target values:

- growth of logistics services by factor of 1.5;
- increase of the total warehouse area of logistics centers by factor of 1.64;
- increase of income from transit up to 1 525.1 billion US dollars.

The implementation of the National program is associated with risks of economic and geopolitical nature, which may negatively affect its realization and targets. The basis for the trade flows passing through the territory of the Republic of Belarus, is made up of foreign trade cargoes of the Asia-Pacific region and the European Union. The trend of recent years shows the redistribution of commodity flows from Central European destinations to South-European. For this reason, the level of demand in the European Union for the main raw materials (oil and oil products, mineral fertilizers, ferrous metals, wood and wood products, etc.) should be treated as an economic risk affecting the efficiency of the logistic potential during the processing of the commodity flow.

Certain economic risks are associated with the low competitiveness of the national logistics system, including unequal conditions for economic activities performance of the logistics businesses within the framework of the Eurasian Economic Union, as well as highly competitive logistics centers (operators) in the neighboring countries of the European Union and the complexity of technical regulations within the framework of the Eurasian economic Union.

The degree of geopolitical risks depends largely on the relations of the Republic of Belarus with the countries of the European Union and the Russian Federation, as well as of the Russian Federation with other states.

Identified risks will be minimized due to:

- making the appropriate changes in the legislation governing logistics, transport, freight forwarding and other activities;
- strengthening of international coordination and cooperation within the framework of integration (inter-state) projects and formations;
- geographic expansion and increasing of the number of distribution networks of national exporters;
- improving the quality of logistics services, including the expansion of the list of services and the increase in the complexity of logistics services;
- the development of infrastructure and information and communication technologies in the field of logistics;
- improving of the level of training for professionals in the field of logistics.

The most part of the transit traffic passing through the territory of the Republic of Belarus, make up foreign trade cargoes from the Russian Federation. For this reason, the level of demand in the European Union for such resources as oil and oil products, mineral fertilizers, ferrous metals and other commodities, which make up the bulk of the goods in transit can be considered as one of the macroeconomic risks, affecting the efficiency of transit potential of the Republic of Belarus. Worsening of conjuncture in these market segments can reduce the volume of transit and income from it. So here it is necessary to take due measures in order to increase Russian export of fuel and raw materials to the European Union and Russian import from the European Union.

In conclusion, it should be noted that transport is one of the key sectors of any country. Volume of transport and logistics services depends largely on the state of the economy. However, transport itself often stimulates the improvement of economic activity. It frees the potential of some underdeveloped regions of the country or the world, allows to expand the scale of production, to connect producers and consumers. Therefore it is necessary to take urgent measures for the development and improvement of the activity of transport and logistics organizations of the Republic of Belarus, to find own level in international logistics. Through the development of logistics infrastructure the transit potential will increase, competitiveness of the Belarusian participants of the market of transport and logistics services will rise, a significant increase in the country's export potential will be noted.

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