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**PECULIARITIES OF FUNCTIONING OF LOGISTICS CENTERS
IN THE REPUBLIC OF BELARUS**

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Geopolitical location becomes very important for the country, which has not got resources requested on the international market. The advantageous geopolitical location helps to attract new investments projects and partners, to develop transit business and to raise the level of logistic service.

The location of the Republic of Belarus in the centre of Europe is responsible as well as honorable. The territory of the country lies at the crossroads of important trans-Europeans highways. As a link between Europe and Asia, Belarus should attend to the development of the logistic activity. The advantageous geopolitical location helps to attract new investments projects and partners, to develop transit business and to raise the level of logistic service.

Transformational growth of logistic, for example, in EU-countries shows its importance for all country and also for consolidation of international contacts. Logistics of the Republic of Belarus is developing due to the creation of transport logistic centers. The operation of this system is tied by work of all its elements.

Logistic centers construction in the Republic of Belarus is performed in accordance with the Program for logistic system development in the Republic of Belarus for the period till the year of 2015.

There are 12 active logistic centers:

- transport-and-logistic center "Minsk-Beltamozhservice" (17th km of the republican highway P-1 Minsk-Dzerzhinsk (Minsk District) close to II and IX international transportation corridor), "Brest-Beltamozhservice" (0,6 km far from the highway M-1/E30), "Gomel-Beltamozhservice";
- transport-and-logistic center OJSC "Belmagistralavtotrans" (industrial area Kolyadichy, Minsk);
- logistic center LLC "24" (Tabory village, Minsk District, 9 km far from Minsk Ring Road along Minsk-Grodno highway);
- logistic center FC "BLT-Logistic" (FEZ "Minsk", 1,5 far from the crossing of M-1/E30 and M-4 Minsk-Mogilev highways);
- logistic center JLLC "BelVingesLogistic" (1 km far from Rakov settlement, Volozhin District, Minsk Region);
- OJSC "Trading-and-Logistic Center "Ozertso-Logistic" (1 km far from Minsk Ring Road to the southwest);
- logistic center TPUC "Shate-M Plus" (Privolny settlement, Minsk District, at the crossing of M-1/E30 and M-4 Minsk-Mogilev highways);
- transport-and-logistic center JLLC "Brestvneshtans" (Brest);
- transport-and-logistic center LLC "InterStroiPortalPlus" (Schomyslitsa village, 3 km far from Minsk, near P1 highway);
- trading-and-logistic center RUE "Minsk-Kristall" (Kolyadichy settlement, Minsk).

Main Belorussian logistic companies are: RUE "Beltamozhservice", RTFUE "Belintertrans Transport-Logistics Center", OJSC "Belmagistralavtotrans", OJSC "Trading-and-Logistic Center "Ozertso-Logistic" [1, p. 122].

For implementation of investment projects to create logistic centers in the Republic of Belarus, 1 trillion 883,73 billion rubles have been invited. Minsk – 123,5 billion rubles (6,56 %) and Minsk region – 1 trillion 508,25 billion rubles (80,06 %) account for the major part of assets.

The Program of logistic system development in the Republic of Belarus for the period through 2015 provides for construction of logistic centers on 36 lots: 14 – in the Minsk region, 6 – in the Brest region and 4 – in each of the Vitebsk, Gomel, Grodno and Mogilev regions. Besides, 3 lots in both Gomel and Grodno regions and 2 lots in the Mogilev region have been dedicated to construct logistic centers outside the program.

Intensive development of logistic facilities is observed in Minsk region, which is explained by convenient location in the center of the Republic near its capital and intersection of two international transport corridors. In the framework of implementation of the logistic development program, 8 logistic centers of total area 120 thousand square meters have been commissioned here.

14 investment projects to create modern logistic centers are being implemented in Minsk region nowadays. 338 hectares of land have been dedicated for their implementation, the reported volume of investments makes about 800 million US dollars. Construction of type A warehouses with area of more than 500 thou. m², type B warehouses with area of 60 thou. m², low-temperature warehouses with area of 40 thou. m² and medium-temperature warehouses with area of 30 thou. m² has been planned [2].

Implementation of the Program for transit potential development of the Republic of Belarus for the period through 2015 contributes to the qualitative development of the logistics system. It means poise tariff policy making in the sphere of transport services, competitive transport and logistics solutions to upgrade transit potential, development of transport infrastructure, construction of the objects of motorway service, reconstruction of the highways, and modernization of the data-communication network.

The country has national standards STB 2047 – 2010 "Logistics activities. Terms and definitions" and STB 2046-2010 "Transport and logistics center. Requirements for technical equipment and freight forwarding services". National standard STB 2133 – 2010 "Classification warehouse infrastructure" applies to new objects of storage infrastructure, as well as existing objects, on which transport and logistics centers are based.

STB 2046-2010 "Transport and logistics center. Requirements for technical equipment and freight forwarding services" establishes minimum value of additional characteristics of technical equipment of transport and logistics center (Table 1) [3].

However, organizations often declare themselves as logistics centers but they are warehouses in fact. Logistics centers often ignore requirements of state standards STB 2046-2010 "Transport and logistics center", STB 2133-2010 "Classification warehouse infrastructure", which clearly define the requirements for facilities and logistics infrastructure.

According to the national statistics logistics centers revenues was 2243,4 billion rubles in 2012, which is 224,4% more than in 2011, and net income increased by only 108,4% in 2012 compared with 2011, and the profitability of products, goods, works and services has decreased from 39,4% to 21,1%.

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Table 1 – Minimum value of additional characteristics of technical equipment of transport and logistics center

Characteristics	Value
Total area of the territory, ha	10
Total area of the covered warehouses, m ²	5000
Total area of the opened areas for the storage of goods, m ²	10000
Container platform area to handle large containers, m ²	15000
Total capacity of warehouses, t	10000
Coefficient that characterizes the share of journeys	0,4

Significant obstacle to the development of transport and logistics services in the Republic of Belarus is the principle of residence, which operates within the framework of the Customs Union. According to this principle the customs clearance of goods can be organized only in the country of the importer after the control at the external border of the Customs Union. Cancellation of the residence principle allows legal entities to carry out the procedure of clearance of goods where it will be convenient for them. Such opportunities are available in the EU. Cancellation the residence principle means the possibility of logistics centers of the Republic of Belarus to take 45 – 60% more products, to rework it, to earn for themselves and to boost the coffers of the country budget by more than \$ 110 million dollars annually [4].

Thus, it is necessary to solve a lot of problems that do not fully allow to realize the plans. Bureaucratic barriers to permitting procedures, the lack of a unified information space of the client-the state, residence principle, simplification of document flow are among them.

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ECONOMY OF FRENCH FOOTBALL: TOWARDS THE CREATION OF A SUSTAINABLE MODEL OF A SPORTS FEDERATION

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The article is devoted to the economy of French football. The article considers the issues of the luxury tax, income clubs in the League and strategy of development of football in France with the position of the vision of the government.

Recently more and more French athletes are against the draft law developed by the team of Hollande, who proposed to introduce a new tax rate at the level of 75% for individuals, whose articles in annual revenues exceed 1 million euros [3]. French football clubs decided to go on strike unanimously next month in protest against the government's decision to impose the tax for citizens with high incomes [7]. This fiscal reform, however, was later recognized by the Constitutional Council as not relevant to the main law of the country. After that the President announced a new version of the reform: instead of individual citizens tax must be paid by private companies, which transfer salaries exceeding 1 million euros to their employees. This prospect has caused great concern in the football environment of France [3].