

# PROBLEMS OF HARMONIZATION OF THE NATIONAL LOGISTICS SYSTEM IN THE GLOBAL

*Sergey Pelih, Aksana Maisak*

Academy of Public Administration under the aegis of the President of the Republic of Belarus,  
Belarusian National Technical University

The Republic of Belarus got to market socially oriented path of development of its economy and statehood, which created the foundation for its integration into the global process of division of labor. For successful implementation of the chosen course is expedient to implement harmonious development of all sectors of the economy of the Republic of Belarus, one of which is transport complex. Needs of the republic in transport services in the new economic conditions must be provided in full at a minimum cost for these purposes.

As approved by the Government Strategy for the Development of the transit potential of Belarus for 2011-2015 [2] scheduled to serious growth in revenue from transit - in 2015 they should increase by 60%, to 2.4 billion dollars in respect of carriage of goods - to achieve three-percent share in GDP. How will be implemented this strategy? What are the transit flows are most promising? How will develop the infrastructure and unify the law?

The length of public roads in the country is over 85,000 kilometers, 74,000 of which - hard surface. The length of public railways is 5,500 kilometers, including electrified only - 897. The total length of pipelines is 12.2 thousand kilometers.

Currently, transport of the Republic of Belarus fully meets the internal needs of the economy and the population of Belarus in transport services and exports of transportation services.

In 2009, all kinds of vehicles were transported 272.5 million tons of cargo and holds 56.7 billion ton-kilometers of transport activity. During these period through pipelines pumped 146.7 million tons of gas, oil and petroleum products.

Rail transport carried 134.0 million tons of cargo by road - 133.1 million tons of cargo, inland waterway transport - 5,5 million tons and air transport - only 24,300 tons.

The accumulated potential of the transport complex of Belarus has some unused reserves for guaranteed service of the economy. For example, in the presence of the corresponding demand for transportation goods, rail transport could carry three times as much. Freight road transport capabilities of the republic is used by 70 -75 percent. Road capacity in the main areas is used by one third, allowing annual increase amounts of freight transportation through the territory of the republic. However, because of the negative consequences of the global financial crisis in 2009, the total volume of transit cargo by road and rail fell 13 per cent (from 60.6 to 52.7 million tons).

In the first half of 2010 compared to the same period the previous year saw an increase of the majority of both bulk and financial indicators of the efficiency of transit facilities of the republic.

Thus, the growth of rail transport in the first half of 2010 amounted to 107.6%, while revenues from these transportation 110.6%. This is due to the fact that over the last decade a stable direction of transit flows were form. This is, first and foremost, transportation of Russian and Kazakh cargo to the ports of Kaliningrad and Lithuania, as well as transportation in East - West - East. Currently about 94% of transit cargo transported by rail are Russian (revenues from the transportation of transit goods were 235.7 million U.S. dollars, payments to the budget - 35,1 million).

Continuous development of the network of routes allowed for growth in transit flights at the level of 102,1% in the first half of 2010, while growth in revenues from services for their support at a level of 107.5%. Thus, revenues from transit operations in the first half of 2010 totaled 25.4 million, payments to the budget - 11,5 million U.S. dollars.

In the first half of 2010 the total volume of transit cargo through the territory of the Republic of Belarus by road amounted to 5,7 million tons, or 122.1 percent to the level in 2009. More than 92% of the transit by road (5.3 million tons) passes through the territory of the republic toward the West - the East and back. This is mainly goods which are transported to and from Russia. In the first half of 2010 the sum of tolls on a highway M-1/30 was 23.838 million U.S. dollars and the amount of fees to non-residents for travel on public roads -2.654 million.

Strategy for development of transit transport is determined primarily by geography rail transportation through Belarus, which in turn depends on the foreign policies of neighboring states.

Given the potential and export potential of the Russian Federation, the policy pursued in the development of international traffic is a major determining factor in the transport market of the CIS and Baltic states. Currently about 94% of all goods in transit are the Russian export or import goods.

For comparison, the total transit route to Russia through Lithuania and Latvia for the first half of 2010 amounted to about 1 million tons, more than 5 times less than through the territory of the republic.

The total volume of transit through the territory of Ukraine for the first six months is estimated at 2.1 million tons, or 2.7 times less than through the territory of the republic.

The analysis shows that the flows of the movement of goods from countries in the Asia-Pacific region are distributed to 6 land transport corridors and are not always carried by the shortest route and with minimal costs. The current distribution of traffic between the transportation corridors, the situation in present time at the Eurasian direction, does not fully take into account the potential of the republic.

Meeting the challenges to improve the attractiveness of transit and optimizing the costs of moving goods cannot do without transportation logistics.

The logistics of goods in transit is one of the main macroeconomic business, where the Republic of Belarus may find their economic niche in the international division of labor and income. However, in 2009 the index of logistics, according to which the estimated level of development of the logistics industry, Belarus worsened their position in comparison with 2007, have shifted from 74 to 110 places in the rankings, compiled based on research conducted by the World Bank.

Analysis of control cost of production shows that the main reserves are in the development of logistic components. According to experts, they are in the supply of 50%, in sales - 40%, in manufacturing - 10%. Therefore, the development of the country's logistics system is a critical factor in increasing the competitiveness of domestic producers.

Formation of transport and logistics system is based on the following priorities:

- selection of three levels of government: republican, regional (oblast) and local. Between governments at different levels should be clearly delineated the functions and powers, and make joint decisions should be based on mutual interests, in turn, budgetary relations should be based on "federal" basis;
- distribution of aggregate synergies between the elements of the transport and logistics system (TLS) based on the harmonization of their interests by achieving economic trade-offs;
- application of the mechanism of direct state regulation of the market;
- the use of forwarding and logistics services through licensing business in these areas. The result should enhance the quality of these services through the use of advanced terminal technology and product distribution logistics principles, the implementation of international standards ISO 9000, etc.;
- development of transport and logistics infrastructure TLS based equity financing involving the budget and extra budgetary sources, including large and small businesses, foreign capital;

- implementation of inter-or multi-modal logistics technology that allows to organize foreign trade transportation on international transport corridors with minimal transport and logistics costs;
- creating a system of state support and regulation, including licensing system, concessional lending investments, tax rebates, the allocation of land for the construction of terminals and other facilities of logistics infrastructure, legal regulation to ensure equal competitive conditions for the participants TLS;
- ensuring the integration of TLS with international logistics systems, freight and goods movement through the formation of international transport and technological systems;
- managing the operation and development of TLS on the basis of maximum freedom and autonomy of all participants in the movement of goods and material flows in a competitive environment, as well as using their economic interest in achieving the overall goals of the system, consistent with the interests of the region as a whole;
- the establishment of the logistics intermediaries (operators) involved in the organization of cargo and freight traffic. As a logistics intermediaries (operators) may be: transportation and freight forwarding companies and firms, wholesale trade center, commodity and stock exchanges, distribution companies, network warehouses, cargo terminals and multimodal terminal facilities, intra-logistics structure of industrial enterprises, transport and trade, regional information and telecommunication systems; banking institutions and other financial institutions;
- organization of training and retraining of personnel in the field of freight forwarding, transportation, warehousing, distribution, service and other logistics activities. It is necessary to study the progressive terminal technologies and logistic approach to the management of commodity-material and its attendant service, information and financial flows.

When forming the transport and logistics system of the country must include:

- a comprehensive account of all factors determining the development of transport logistics infrastructure (economic, ecological and geographical, institutional, industrial, technical);
- attracting domestic and foreign capital;
- the participation of regional administrations, cities and territories in the formation of the transport infrastructure sector;
- development of the logistics of the transport infrastructure of the complex, based on the minimum ratio of types, species and quantity of infrastructure elements in a regional complex, and their spatial distribution.

The development of logistics infrastructure of transport and logistics system of TLS must take account geopolitical situation in Belarus, the structure of cargo flow and direction of traffic. It should provide:

- shipping and handling a wide range of goods coming in international traffic (tankers, bulk carriers, etc.);
- shipment cargo units of all types that meet international and national standards;
- preferential customs regime of transit passage of goods;
- informational support cargo tracking;
- additional national measures to protect cargo from theft TLS en route;
- rapid control and clearance of goods at crossing points, border;
- development of inter-and multimodal transport.

In accordance with the state interests of the major directions of development of transport and logistics system include:

- creation and infrastructure development TLS in close collaboration with government institutions;
- improvement of legislative and regulatory framework governing international transport and freight logistics services;
- harmonization of pricing policy for goods and services to the world level;
- improving tax and customs policy, which provides transportation;
- development of industrial-technical base of the transport enterprises;
- adapting to the conditions of tariff competition in international communications;
- ensuring transport safety and environmental protection in transport;
- the establishment of the operators of inter-and multimodal transport;
- support and protection of Belarusian carriers and freight forwarders;
- support for private capital in the logistics infrastructure.

Development of logistics at the macroeconomic level depends largely on the regional characteristics of reproduction, including from the regional transport of factors. The regions have specific logistics functions of transportation companies, forwarding agents, resellers, commodity exchanges, banks, transportation and warehouse facilities, freight terminals, telecommunications systems, information and computer centers, etc., which often operate separately. Establishment of regional transport logistics systems (RTLS) can effectively manage the transport services consumers and to coordinate the work of numerous transports, freight forwarding companies and intermediaries in the regions. RTLS activity should be aimed at addressing socio-economic development objectives of specific regions, improve customer service through high quality transportation and logistics services, they approach to the world standards, introduction of modern logistics management techniques regional material and attendant informational and financial flows.

Efficient transport and logistics services require a fundamentally new cargo management system, based on the technology end-product distribution and logistics principles. RTLS is expedient to create in stages around the major cities and on highways ITC, passing through the territory of Belarus. The result will form a network of cargo processing and cargo storage terminals and multimodal terminal facilities of multi-purpose, as well as logistics centers to manage and coordinate their work with the actions of carriers, freight forwarders and other logistics partners through a single system of information support and telecommunications. It is also necessary to bring the figure 3 T, i.e. number of mobile communications in 1000 persons (T1), the number of linear means of communication at 1000 persons (T2) and the number of users of internet resources in 1000 persons (T3) to the world level.

First, we should develop a system of logistic support multimodal transportation corridors. Logistic support multi-modal international transport corridors in the RTLS will allow:

- to solve the socio-economic challenges surrounding regions by improving employment and investment, as well as by increasing the budgets of cities in the region of functioning RTLS and expanding consumer market for transportation and logistics services;
- improve the quality of transportation and logistics customer service to international standards through the introduction of modern integrated logistics technologies and development of regional production and technical base of logistics services, implementation of CALS-technologies;

- attract foreign investment and external partners formed by RTLS, which will provide a high level of transportation and logistics services of export-import operations in accordance with international standards. As a result, improve the competitiveness of Belarusian carriers and logistics intermediaries in the global market, inter-and multimodal transport;
- establish an effective system of monitoring, control and regulation of transport and logistics services through a system of logistics centers and service certification bodies;
- reduce the harmful effects of transport on the environment through sound management of regional material flow and the development of effective transport and technological systems;
- to create a unified regulatory framework and system of warranties (including logistics insurance risk), for domestic and foreign transport and logistics companies;
- improve the functioning of transport in the region due to logistical coordination and support its work in the implementation of multimodal and intermodal transport;
- to create an effective system of service centers for domestic and foreign carriers.

Terminal systems in the logistics infrastructure of ITC must provide quality service to shippers and consignees. Effectiveness of such systems should be evaluated with positions of customers who are interested in reducing delivery times and ensuring a high level of working with smaller shipments. It is helpful to highlight the factors that lead to a decrease in transport and logistics costs due to increased turnover and reduced processing time of cargo. All this will accelerate the harmonization of the domestic logistics system with the world.

### **References**

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