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Bukat E., Slesaryonok E.

The Direction of Development of Transport Logistics in the Republic of Belarus

Belarusian National Technical University
Minsk, Belarus

Last year, the Republic of Belarus faced problems in the automotive industry due to the COVID-19 pandemic. According to the National Statistical Committee of Belarus, 1, 59785.2 tons of cargo were transported by road, which is 1.2% lower than the same period last year. The cargo turnover of motor transport amounted to 28,777.6 mln/t/km (+0.9%). The share of the transport industry in the gross domestic product was 5.1%. Transport services account for almost 42% of the country's total exports of services and more than 50% of the balance of foreign trade in services. In 2020, the export of transport services amounted to \$3.7 billion, the positive balance of foreign trade in transport services - \$1.8 billion [1].

In the conditions of the modern market, enterprises focus on the maximum satisfaction of consumer needs. At the moment, Belarus cannot compete with other countries in the field of transport logistics due to the lack of internal competition of logistics companies. The combination of a decent level of quality of goods and services and other consumer properties means that the consumer meets his needs. But an important factor is the cost of goods and services, which depends on the level of costs incurred during production and sale. Reduction of these costs is possible only with the use of various logistics methods throughout the cycle of movement of goods and services.

Analysis of the logistics and freight forwarding market for 2019 shows that the largest number of organizations engaged in forwarding and logistics activities is registered in Minsk - 51.5%. In the Minsk region, the share of organizations engaged in this activity is 19%, in Brest – 13%, in Mogilev – 10%, in Grodno – 8.5%, in Vitebsk – 7%, in Gomel – 2.8%. At the same time, about 120 legal entities (less than 3.6%) have a state form of ownership.

The volume of freight forwarding and logistics services in 2019 amounted to more than 5.11 billion bel. rubles (\$2.13 billion), which is 9.4% more than in 2018. Of the total volume of freight forwarding services, the share of road transport is 49.8% [3].

The automotive industry has steadily increased cargo turnover throughout the five-year plan. In 2020, against the background of a general reduction in traffic, international motorists faced downtime waiting for loading in European countries and at the border, but the industry was able to provide almost a percentage increase, while neighboring states lowered this indicator.

The development of logistics in the Republic of Belarus is hindered for a number of reasons, which it is advisable to include: insufficient level of the legislative and regulatory framework of logistics; morally and physically worn-out transport and warehouse infrastructure; insufficient level of use of modern logistics technologies for cargo delivery and distribution; lack of investment; lack of a formed outsourcing market.

Despite this, transport logistics in the republic continues to develop. Attracting foreign investors, developing effective strategies for promoting transport services, raising the status on the international market, training highly qualified personnel in the field of logistics, switching to electronic (undocumented)

technologies will allow Belarus to expand sales markets and the range of transport and logistics services provided.

References:

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