

private property, arguing that it caused social inequality and exploitation. This led to the construction of experimental societies that attempted to implement collective property or communal farming.

In the 20th century, especially after socialist revolutions, many countries underwent a process of nationalization, with the state taking ownership of key sectors of the economy. These changes sparked debates about which form of property is more efficient and beneficial for society.

In recent decades, the concept of property has continued to evolve and adapt to the conditions of globalization and digitalization. The emergence of new technologies such as the Internet has facilitated the creation of new forms of property, such as digital property or cryptocurrencies. There is also an ongoing debate about how to manage public resources (such as natural resources) and ensure their sustainable use.

The evolution of the concept of property is a reflection of changes in the socio-economic structure of societies and an analogy with changes in philosophical and legal systems. The concept of property, although it has undergone many changes, remains an important aspect of not only economics but also social justice, providing different ways of organizing and using resources in the modern world. Understanding these dynamics allows us to gain a deeper understanding of human interactions with property in various forms throughout human history.

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DEVELOPMENT OF LOGISTICS IN THE REPUBLIC OF BELARUS IN MODERN BUSINESS ENVIRONMENT

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Due to its geographical location, Belarus is an important logistics hub connecting the western and eastern regions. Numerous transport routes run through the country, which creates favorable conditions for the development and optimization of logistics routes. Our country keeping pace with advanced technologies has been trying to introduce digital developments-into all sectors of the national

economy. Such policy opens up new opportunities and prospects for the development of the logistics industry, encouraging its progress and innovation.

However, since 2020, the global situation has undergone significant changes. On the one hand, the COVID-19 pandemic has had a significant impact on logistics both in Belarus and around the world. On the other hand, the countries of the European Union and the United States have begun to exert serious penalties. The escalation of geopolitical tensions in the world has led to the introduction of even more restrictive measures. To mitigate the consequences of the emerging global crisis, it was necessary to take measures to adapt and restructure logistics processes.

Traditionally, Belarus has widely used the ports of Lithuania, and Latvia for its export and import operations through which a significant part of the goods entered the country due to their geographic proximity. However, in 2022, the Belarusian Railway faced a reduction in transit traffic by almost a third due to European restrictions, which negatively affected the country's revenue.

In response to similar sanctions imposed on Belarusian and Russian freight carriers, in the spring of 2022, the Ministry of Transport and Communications adopted mirror measures (with some exceptions). At present, international transportation of goods from EU member states is possible only after obtaining a paid permit.

Nowadays the focus of Belarus has shifted to the east. At the same time, Russia remains the main destination for Belarusian carriers. It is the leader in terms of volumes in both directions. One of the significant steps in this sphere was the construction of the Bronka port complex, located near St. Petersburg. This modern port is designed for handling containers, general and project cargoes. Its creation ensured the stability of supplies of Belarusian products.

The route from Belarus to China and in the opposite direction remains important. Today, goods from China to Belarus are delivered in two ways: by direct rail and by sea to Vladivostok and then by train to Minsk. The key advantages of a direct railway are its low cost, minimum transit time (16-25 days from the departure of the container train), and the avoidance of cargo delays due to penalties.

There is also a steady increase in traffic along the routes of the North-South International Transport Corridor: to the west-through Azerbaijan, to the east-through Kazakhstan. The development of the North-South transport corridor has a significant impact on integration within the Union State and the EAEU. It is due to the fact that the project encourages the unification of the regulatory framework in the economic and transport fields, contributing to closer cooperation and deepening integration processes in the region.

Despite the introduced penalties, restrictions have a significant impact on the development prospects of both the domestic and international logistics industry of the Republic of Belarus. According to the positive logistics efficiency index,

Belarus ranked 79th in 2023 and improved its position by 24 positions compared to 2018.

To solve the existing problems, the Republic of Belarus does its best to find new markets for its products, to develop even closer cooperation with the EAEU countries and the People's Republic of China as its main trading partners, to improve investment climate and attract investments in the logistics industry and expand cooperation with national logistics companies. All that will significantly contribute to positive growth in the logistics sector of the national economy of the Republic of Belarus.

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