

environment for China's development while promoting cooperation and growth among all countries and diminishing conflicts and disputes. Destructive, Controversial Remarks At the beginning: China's efforts to change the world order, while protecting its own interests, serve the cause of world peace and development. ”

(2). Principle: Establish China's Leading Role in East Asian Order

The protection of East Asian order in support of China's strategic interests is essential, as the change of world order is another part of great power competition. China will need strategic pathways which can transform order in East Asia through reinforcing common interests and responsibilities, establishing an authoritative role in a global power context that provides support for China's aspirations as a global great power.

East Asia, which is both a neighboring region and a necessary area for global economic growth, presents an opportunity for China to further its influence and optimize regional stability through enhanced cooperation with neighboring countries. As the hub of interregional relations in the regional order, the best way China can exert its positive influence to the optimum is to provide a favorable opportunity and space for its development through regional integration.

In short, a complex and changing international environment requires China to give top priority to enriching its national security strategy. The key is that by following some specific rules, China not only can cope with balancing the international environment more flexibly and safely, but also actively promote world peace.

Additionally, engaging in dialogue with neighboring countries is imperative for the averting of hostility, as well as a solid geopolitical environment. Regular exchanges and joint exercises can build trust and understanding and reinforce shared interests in maritime security and economic development.

At the same time, investment in technology-enabled maritime reconnaissance and environmental protection solutions will strengthen China space to monitor efficient its territorial waters. We can also strengthen advanced data-sharing mechanisms among regional partners in the fight against illegal fishing and marine pollution — essential to sustainable development, said Souter.

Moreover, China should engage in more international venues for ocean governance so that it can have a say in international discussions about maritime law and exploration moving forward. By being proactive, they are not only solidifying their commitment towards international norms, but they are also setting themselves up as a responsible leader in the global maritime community.

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PANORAMA OF SUPPLY CHAIN FINANCE

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Abstract: *As a new practice that has attracted much attention at home and abroad in the banking industry, supply chain finance is not only opening up new markets and profit paths for banks, but also attracting increasingly attention in the business community for its significant effect of reducing the cost of supply chain management. This paper explores in depth the real economic background of supply chain finance, analyzes the process of its gradual from*

financial supply chain management to supply chain finance business, and carries on the theoretical definition and explanation on the connotation of supply chain finance.

Keywords: *supply chain management; financial supply chain management; trade finance; Supply chain finance*

1. Evolving of division of labor and change of productive form. In the last 20 or 30 years we have seen huge changes in production models. During the manufacturing process, products can be connected in series from raw materials to intermediate products and finally to finished products as a product chain. Michael · Porter theory, each link in this chain is the value-added steps, the whole product chain is called the value chain. It can be intra-enterprise or inter-enterprise. The division of labor from the intra-enterprise perspective generally refers to the completion of the production chain by one enterprise, whereas from the inter-enterprise perspective, different production links are independently completed by different enterprises and integrated into the whole production process through the market transaction.

Traditionally, the production was organized within a firm as market transaction costs were significant. However, since the 1970s, the production-oriented division has started to transfer from enterprise-level to inter-enterprise. This type of cross-enterprise production cooperation has become a new trend in the division of labor. What drives this shift is the interplay between production gains and transaction costs. First, pursuing product diversification under the background of technological progress and consumption level improvement. Consumers' demand for product diversification is increasing, the traditional large-scale production model can not meet the market demand. Conversely, elements like lower transportation costs, information technology development, international trade liberalization and modular technologies innovation have diminished market transaction costs and made the sharing of labor between companies more efficient.

This division of labor became more pronounced starting in the 1980s and continued into the 1990s with the emergence of small and medium-sized enterprises, which assumed other responsibilities, allowing companies to focus on what they do best. This not only enables enterprises to improve their core competitiveness, but also realises reduction in overall production cost through geographical distribution advantages.

For example, in the traditional vertically integrated production model, enterprises primarily rely on large-scale production to reduce costs and gain market competitiveness. Since the market demand diversification and the development of information technology, the operating rules of market competition has changed dramatically. So businesses need to be equipped to react quickly to changes in the marketplace and launch new products and services that address the needs of diverse clients. Hence, a new production mode that enterprises pursuing is called as "mass customization".

2. Cost of product: Financial supply chain management. In terms of minimizing the financial cost of the entire supply chain, it realizes coordination and organization of upstream and downstream enterprises in the supply chain through the financial supply chain, capital raising and flow, and reasonably disperses the cost of capital. While the core enterprises are the leaders in this process, the collaboration of upstream and downstream SMEs is also important. To improving financial supply chain management, it is required to ensure the buyer to extend payment, and the supplier can receive payment as soon as possible, relieve their own financial pressure, which generally requires the third-party financial institutions to provide the corresponding financing services.

This challenge has led to the development of supply chain finance. The many short-term financial products and financing business based on the future cash flow generated by the enterprise trade behavior as the source of repayment, according to the actual trade background in the supply chain and leading enterprises of bank credit level, closed-end loan operation.

3. Supply chain finance definition. So to understand what trade finance really is, we need a few basics. Abstract trade finance is a financing method that commercial banks provide "supplier" or "buyer" of international trade enterprises for trade settlement and trade financing services can facilitate both sides to complete the transaction, which is the combination of the bank's intermediary business and the bank's asset business. As for banks, trade financing is a great capital utilization, which can bring fees and interest rate income to banks in risk controllable premises, and even generate income of foreign exchange gains and foreign exchange transaction cost.

Modern international trade financeModern international trade finance, also known as structured trade finance, refers to a diversified financing service provided by financial institutions such as commercial banks, insurance companies, trust and investment companies and other financial institutions to trading enterprises. Despite the fact that banks are still most of the main financing, but an increasing variety of trade financing products appear, banks are capable of providing dozens of financing products for both sides under different backgrounds and conditions in each stage to support the need for different trading conditions.

Supply chain finance is, in fact, an extension and a deepening of trade finance [5]. Similar to traditional trade finance, the main role of financial institutions in supply chain finance remains as a fund provider. Praised for its high degree of similarity to a common buying and selling relationship, supply chain financing is an integrated scheme that connects producers, suppliers, logistics companies, financial intermediaries, distributors and consumers by capital flows, in whole supply chain or network effective organization arrangement and management of funds, through the optimization of working capital, provide win-win financing solution for all the subjects of supply chain. Therefore, the product design of supply chain finance is different from that of traditional trade finance, and the size and control of risk are also not the same.

Secondly, supply chain finance is riskier in nature as compared to traditional trade finance. For instance, traditional trade only has raw materials and finished products as a commodity in inventory, whose value is easily assessed by market price, while inventory in supply chain financing consists of intermediate products, which are specialized goods and whose value is difficult to evaluate and realize directly in the market.

Thirdly, the risk control of supply chain financing is more complicated. Traditional trade finance mainly concerns the credit status and authenticity of certain transaction links in the supply chain, while supply chain finance needs to monitor and prevent risk throughout the supply chain, and identify and control the potential risks of each transaction link.

As well as acting as the intermediaries for financing, financial institutions can also intermediate business services, like as financial management consulting, cash management, accounts receivable collection, settlement, credit investigation and loan commitment. Again, in international trade, financial institutions also provide currency and interest rate swap and other financial innovation services.

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TRANSPORT ROUTE EFFICIENCY INDICATORS

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Abstract: *In today's increasingly complex world, the productivity of the transport route is the backbone that holds everything together. It affects everything from reducing operating costs and improving service quality to ensuring the sustainability of entire supply chains. This article takes a closer look at how we can measure route performance from multiple angles using a set of key performance indicators.*

These indicators go beyond meeting the strict deadlines of just-in-time logistics. They also include economic indicators where profitability is impacted by operational metrics that reflect the efficiency of resource use, as well as quality factors that play a key role in customer satisfaction. Analyzing these aspects allows us to identify weaknesses in transport systems, optimize costs, and ensure on-time delivery of goods.

Key words: *transport route, economic efficiency, transport cost, social efficiency, technology, transport industry, risks.*

Evaluating the efficiency of transport logistics relies on a diverse set of indicators, enabling a comprehensive analysis of operational quality and the identification of areas for enhancement. These metrics are crucial for monitoring transport system performance, optimizing expenses, and boosting overall productivity. Fundamentally, the efficiency of a transport route reflects its capacity to deliver timely and cost-effective transportation of goods and passengers while minimizing negative impacts on the environment and society. A multifaceted analysis, encompassing economic, operational, social, and environmental dimensions, underpins the determination of a route's efficiency level [1].

If we consider economic efficiency, we can cite several types: transportation costs, profitability, and shipment volume. Cutting down on transport costs directly boosts profitability—an essential measure of whether a route is economically viable. On top of that, increasing shipment volumes (as long as it's done smartly) brings in more revenue [4]. Transport costs cover everything from fuel and maintenance to labor and taxes. Profitability, the ratio of profit to costs, is key for deciding if a route is worth the investment.

Operational efficiency of a transport route is assessed through parameters related to productivity and quality of transport operations. These parameters include delivery speed, travel time, frequency of trips, and utilization of transport vehicles. High delivery speed and minimal travel time are essential factors affecting customer satisfaction and the route's competitiveness. The regularity of trips and the degree of vehicle utilization indicate the optimization level of the route, enabling the minimization of empty runs and maximizing the use of available resources [2]. Collectively, high delivery speed, minimal travel time, regular trip frequency, and optimal vehicle utilization are hallmarks of an operationally efficient transport route, minimizing wasted resources and maximizing throughput [3].