

CHANGES OF CARGO FLOWS IN THE REPUBLIC OF BELARUS AND THE RUSSIAN FEDERATION

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It isn't a secret that the movement of cargo flows is one of the essential parts of today's world economy. Millions of tons are delivered every day in each part of the world.

Historically, a huge amount of the cargo flows has been connecting West Europe and CIS region. But, nowadays, the trend has changed. More and more cargo changed its direction. In essence, the end consumers are still the same, but the supply chain has increased several times, that's why transport costs are increasing too.

For example, oil trade. Before 2022 Russia was able to trade with European countries using pipelines «Druzhba» and «Yamal-Europe». The main customers were Poland, Czech Republic, Slovakia, Germany and Hungary. Under the sanctions Russia redirected its oil to the South and East.

In 2023 the main consumers of the oil were China, India and Turkey. In fact, that year India and China imported about 90% of all Russian oil. They, in turn, sold the given oil to Europe. Therefore, the supply chain has grown and transport costs too.

Under the sanctions the movement of cargo flows has changed in Belarus too. In 2023 Belarus completely reoriented trade flows from the West Europe by increasing the share of export to the East by 14%. It happened due to increased supplies to Russia and Asian countries. Exports from Belarus to Asia increased by 1.5 times, North and South America – 1.4 times [1].

As an alternative the «North – South» transport corridor can be used. The «North – South» transport corridor, which the shippers want to use for the delivery of goods from Russia to India, remains the most promising destination for cargo transportation. The path will pass through Iran

and Azerbaijan. The new corridor reduces the delivery time from Russia to the western regions of India by at least two weeks (Fig.1).

The problem is that the future of the «North-South» corridor is mainly linked to the railway and maritime section of the Caspian Sea [2].

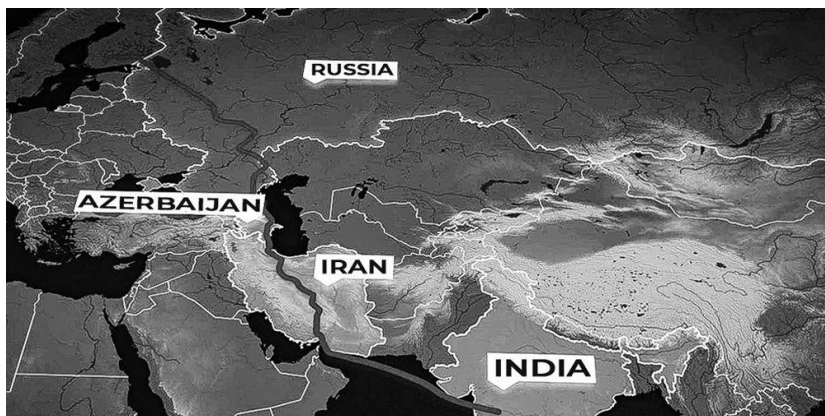


Fig. 1 – «North – South» transport corridor [3]

That's why, today, due to the geopolitical situation in the world, commodity flows are changing their direction, that leads to the development of new routes for transportation.

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