

In Summing up, intellectual property is an important resource for modern economies, contributing to innovative development and competitiveness in global markets. International trade in intellectual property is an important tool for the exchange of knowledge and technology between countries which contributes to their economic growth and development. However, for the effective functioning of such trade, it is necessary to take into account the protection of intellectual property rights as well as compliance with international standards and regulations. Only if these conditions are met, international trade in intellectual property can become a powerful tool to promote the development of the world economy and cooperation between countries. Also, understanding its role and importance in the context of international trade is a prerequisite for the successful participation of countries and enterprises in the global economy.

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## **SECURE BUSINESS ENVIRONMENT FOR ECONOMIC DEVELOPMENT**

### *Research Field:*

*Importance of the international transport corridor "North-South" in the development of logistics of the Republic of Belarus*

In 2022, due to Western sanctions imposed against the Republic of Belarus and the Russian Federation, the usual supply chains and logistics routes of these countries underwent significant changes. In the context of international transportation, the Belarusian business, being focused on Western countries, suffered serious losses. Many entrepreneurs were forced to leave logistics, as international transportation of goods became much more expensive and more complicated. Numerous restrictions have forced Russia and Belarus to look for alternative routes to sell their exports. The Republic of Belarus is an export-oriented country. Therefore, a strategic task for the Republic of Belarus is to find new ways of transshipment of goods. Today trade with Western countries has lost its relevance, while Eastern countries, China, Iran, India are now extremely promising trade partners for the Republic of Belarus. In these conditions the International Transport Corridor (ITC) "North-South", as well as the Northern Sea Route, have become one of the most perspective directions<sup>1</sup>.

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<sup>1</sup> Transport corridor "North-South" - the future of Eurasian logistics [Electronic resource]. - Access mode: [http://bamap.org/information/smi/2023\\_06\\_30\\_200192/](http://bamap.org/information/smi/2023_06_30_200192/). - Date of access: 21.04.2024.

The North-South International Transport Corridor (ITC) does not pass through the territories of countries that are not friendly to the Republic of Belarus. Therefore, this route can prevent the transport blockade by the West and create favorable conditions for the development of trade with the countries of the Middle East, Southeast Asia and Africa by simplifying transport communication with them. It is known that the North-South ITC is a route 7.2 thousand km long. It links the countries of the Eurasian Economic Union with the states of Central Asia, the Persian Gulf and India. The agreement on the creation of this transportation route was signed in 2000. Even then, the route was predicted to have a great future. The ITC was to become an alternative to the sea corridor from Europe to Asia through the Suez Canal and link India through Russia with the Baltic states.<sup>1</sup>

However, these plans haven't been implemented in full. The reason for the slow development of the transport corridor was the need for large investments in infrastructure not only from Russia, but also from other countries through which the ITC passes. However, the events of 2022 changed the situation. When all the usual transportation routes from Asia to Europe began to collapse, and the search for new supply routes became particularly acute, the North-South ITC became relevant again. Countries under the pressure of sanctions were forced to actively develop this transport corridor, because it guarantees trade that is not subject to sanctions. By now, the corridor has already become multimodal and includes infrastructure of rail, road, inland waterway and sea transport. The ITC is expected to be fully completed by the end of 2024.

It is important to realize that the development of the North-South ITC will have a positive impact on the development of relations within the EAEU. This is due to the fact that expanding the use of this corridor will require further unification of legislation within the union, as well as the elimination of barriers to trade and cargo transportation. In 2023, the Heads of Transport Ministries of Belarus and Russia signed the Agreement on International Road Transportation. This agreement is one of the stages in the implementation of the Union Program for the unification of transport market regulation.<sup>2</sup> The agreement implies the transition to a non-permissive system for international road freight transportation to/from third countries on the territory of Russia.<sup>2</sup> The joint work of Belarus and Russia allows strengthening the economies of the two countries, developing joint transportation projects and building cross-border interaction with friendly countries. The high transit potential of the North-South transport

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<sup>1</sup> North-South: the effect of conjugation [Electronic resource]. - Access mode: <https://index1520.com/news/sever-yug-effekt-sopryazheniya/>. - Date of access: 20.04.2024.

<sup>2</sup> Permitless transportation system by January 1, 2030 [Electronic resource]. - Access mode: <https://ilex.by/bezrazreshitel'naya-sistema-perevozok-k-1-yanvaryaya-2030-goda/>. - Date of access: 21.04.2024.

corridor will contribute to reducing the cost of transit and increasing trade turnover both between Belarus and Russia and with partner states within the framework of cooperation of the Union State.

Since Belarus is a party to the intergovernmental agreement on the North–South ITC, the country is interested in maximizing the development of this project <sup>1</sup>. Belarus will be able to benefit from the active use of the corridor, primarily due to the ability to quickly and most profitably trade with Iran, the Middle East and South Asia. Therefore, active work is now underway to build new logistics chains in the eastern direction.

Nowadays the cargo transportation service is very popular and competitive. It opens up new opportunities for economic entities and businesses of the Republic of Belarus to sell goods for export. Thus, the government of Belarus has already activated the North-South corridor, having launched, together with partners, the operation of an accelerated train on the Belarusian Railway along the route Belarus – Russia – Azerbaijan. This makes it possible for goods produced in Belarus to freely enter the Azerbaijani market at competitive rates within 7 days.

Due to sanctions, the Republic of Belarus lost the opportunity to use Lithuanian ports in the city of Klaipeda. This led to the fact that the country had to urgently look for an alternative, as trade in one of the main Belarusian assets - potassium salt - depended on it. Now the Republic of Belarus is closely cooperating with the ports of St. Petersburg. Having assessed the prospects of the Northern Sea Route, which today is the fastest and safest route linking Europe and Asia, Belarus decided to join its development. The state plans to build its own port in Russia's Primorsky Krai, using it as an important point on the transit route to China. In 2020 Belarus successfully tested the Northern Sea Route. The Belarusian Potash Company supplied products to China by two ships, and reached the destination point 1.5 times faster compared to the traditional route via the Baltic States, which proves the route's promising potential.

It is worth noting a significant intensification of trade relations between the Republic of Belarus and the Astrakhan region. Exports and imports in both directions are growing. In 2023, the volume of Belarusian cargo that went through Astrakhan ports amounted to 850 thousand tons.

The Republic of Belarus also plans to increase the supply of goods to Iran using the ports of Astrakhan.. According to preliminary information, some Belarusian chemical fertilizers will be sent in transit through Iran to other Asian countries this year. In addition, Belarus is offered to participate in the development of a new port complex in the Zaborunny area, which is located to

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<sup>1</sup> ITC "North-South" is one of the key elements of the "new logistics" of Belarusian exports - Shpakovsky [Electronic resource]. - Access mode: <https://news.sb.by/articles/mtk-sever-yug-odin-iz-klyuchevykh-elementov-novoy-logistiki-belorusskogo-eksporta-shpakovskiy.html>. - Date of access: 20.04.2024.

the south of the Volga-Caspian port of Olja. The Belarusian side will be able to use this facility, whose capacity is up to 20 million tons per year, no later than 2025<sup>1</sup>. The economic zone of the Astrakhan region of the UAE “Lotus” also offers cooperation to the Republic of Belarus. There are plans to create Belarusian enterprises there.<sup>2</sup>

Another step for the country's trade development was the signing of an agreement between the Republic of Belarus and Iran in 2023, which establishes a non-permissive procedure for international cargo transportation between the countries<sup>3</sup>. For Belarusian carriers, the agreement not only creates conditions for the delivery of domestic products to the Iranian market, but also allows Belarusian exporters to consider logistics multimodal, i.e. using Iranian seaports, product supply chains to India, China and Bangladesh, to the countries of the African continent. Thanks to the North-South corridor, Belarus counts on cooperation with other Persian Gulf states as well. It seems promising to transport Belarusian goods to exotic Gulf countries: Iraq, Saudi Arabia, the United Arab Emirates, and Jordan<sup>4</sup>.

Thus, for the effective functioning of the North-South Transport Corridor it is necessary to eliminate a number of barriers. The convergence of countries within the ITC framework leads to legal harmonization of customs clearance. Customs authorities are required to exchange information, simplify border crossing procedures, and develop a harmonized tariff policy. Work is under way to establish payment and settlement mechanisms between participants, cargo and vehicle insurance, digitization of transport documents and procedures, and so on.

The North-South ITC plays an almost decisive role in the diversification of international trade. In the future, it is a new model of goods movement in Eurasia. For the Republic of Belarus, the North-South ITC opens new, profitable logistics routes to the countries of Asia and the East. The potential of the North-South ITC has not yet been fully assessed and exhausted.

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<sup>1</sup> Belarus is included in the ITC "North-South" [Electronic resource]. - Access mode: <https://cis.minsk.by/pnews/568/115804>. - Date of access: 22.04.2024.

<sup>2</sup> Trial cargo transportation from Belarus along the trans-Caspian route is possible in the spring of 2024 [Electronic resource]. - Access mode: <https://portnews.ru/news/359249/>. - Date of access: 23.04.2024.

<sup>3</sup> Belarus will sign agreements with Russia and Iran on permit-free transportation [Electronic resource]. - Access mode: <https://sputnik.by/20230302/belarus-podpishet-s-rf-i-iranom-soglasheniya-o-bezrazreshitelnykh-perevozkakh--1072835070.html>. - Date of access: 22.04.2024.

<sup>4</sup> "NORTH - SOUTH": HOW BELARUSA INCREASES INTO A TRANSPORT CORRIDOR RESISTANT TO SANCTIONS [Electronic resource]. - Access mode: <https://officelife.media/article/sever-yug-kak-belarus-vklyuchaetsya-v-transportnyy-koridor-ustoychivyy-k-sanktsiyam/>. - Date of access: 23.04.2024.