

FORMATION OF LOGISTICAL INDUSTRIAL AND TRANSPORT SYSTEMS IN THE CONTEXT OF GLOBALIZATION PROCESSES OF GLOBAL ECONOMY

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Urgency of formation logistical industrial-transport systems in the conditions of globalisation

Technological changes within last decades, which became the economic basis of globalisation, have led to the formation of effective manufacture with participation of the several countries. It is necessary for belorussian enterprises to pay attention to possibilities of development by them of the foreign markets in modern globalisation conditions in processes of production and international trade. Expansion of export of the capital means transition from export of goods to industrial activity of the domestic enterprises in other countries.

Industrial potential saved up in the country, a geoeconomic situation of republic on crossing of the international transport corridors, structure of belorussian economy which profile branches (the chemical and petrochemical industry define, separate branches of mechanical engineering), have strong competitive positions in the world market, increase the competitiveness of production of the belorussian enterprises.

The maintenance of steadily strong competitive positions of our country in world economy system should be realised on the basis of the fullest use of republican economic potential, realisation of structural changes in economy. The accelerated escalating of hi-tech sector of economy and an intensification of innovative activity should become one of the major directions in increasing the economic stability of Belarus.

Logistical industrial-transport and transport-marketing systems are the basis for successful integration of our republic into universal processes. Such systems provide the manufacture of goods according to demand in sectors of the international commodity market, and also connect manufacturers with consumers. Interests of the transnational corporations, managing subjects and the states are connected on space of the specified systems.

In connection with formation of the above-stated difficult systems there is a requirement for rendering of the effective international transport services. The further development of transport-logistical system of the country and its integration into the universal system will allow to realise transit potential of republic in the fullest measure.

One of the major economic problems is the reduction of good's price, the reduction of logistical costs, increasing of the national income by a gain of export of transport services. So logistical systems should be integrated into the international economic space.

It is necessary to notice that the standard definition of logistical system as adaptive system with the feedback which is carrying out those or other logistical functions doesn't reflects the structure of manufacture of the big nomenclature production connected with demand in the market. Usually concrete system realises certain functions and consists of final set of elements - carriers of certain properties.

At the present stage object of studying of logistics are the big systems consisting of a great number of elements, carrying out various functions. For example, the aim of the macrologistical system of the state - increase the national income at the expense of minimisation of logistical costs, quality maintenance of goods of different kinds. Achievement of the set purpose is possible at the expense of formation effective logistical industrial-transport and transport-marketing systems tied up through final finished goods to certain sectors of the commodity market. Logistical system consists of the sum of logistical industrial-transport and transport-marketing systems of various kinds. The infrastructure of macrologistical system

and transportno-logistical system should provide possibility of manufacture of the half-finished products, completing products and final goods, and also the formation of logistical schemes of delivery of cargoes.

The macrologistical system incorporates the system block of management. The infrastructure of economy of region, the country or group of the countries acts are the object of research in such system. At the same time it is the big control system of material streams covering the enterprises and the organisations of the industry, the intermediary, trading and transport organisations of the various departments located in the different countries [1,3].

Logistical channels and logistical chains are binding between subsystems of macrologistical systems. The logistical channel is the least ordered set of elements (links) of logistical system (manufacturers, intermediaries, distributors, warehouses, consumers, etc.), carrying out logistical operations on finishing of a material external stream from the manufacturer to the consumer (in case of industrial consumption) or to the end user. The logistical channel connects the manufacturer and the consumer several ways. After a choice of trading intermediaries the logistical chain which connects the manufacturer and the consumer is formed. The logistical chain is connected with a concrete route of delivery of production.

Movement of material streams on logistical chains is provided with the transport-logistical system which is a subsystem of macrologistical system. However an infrastructure of transport-logistical system, including and the system block of management, is designed on the basis of principles, rules and laws of logistics and should provide functioning of cargo (transport), information, financial and forwarding streams in real time. The infrastructure is the object of research in transport-logistical system.

The logistical scheme of delivery of cargo connects among themselves the manufacturer and the trading intermediary, trading intermediaries among themselves, the trading intermediary and the consumer. It is an element of a logistical chain and a part of a transport-logistical chain.

Place of Republic of Belarus in the international logistical industrial-transport systems

The basic share in the industry of Belarus in 2009 was occupied with such branches as fuel industry (23,1 %), mechanical engineering and metal working (20,6 %), the food-processing industry (17,2 %) and the chemical industry (12,1 %) [4]. The conducted researches allow to draw a conclusion that the structure of the Belarus economy is directed for export, as defines development of international trade for our country as a vital importance problem.

Belarus exports as the finished goods intended for direct consumption (mineral fertilizers, machine tools, tractors, lorries, food production etc.), and production intended for the further processing in the country-importer, being raw materials, half-finished products or completing products for the industry of the given country (chemical fibres, plastic, saw-timbers, tyres etc.). The basic consumer of hi-tech production of industrial giants of our country is out of limits of its territory. The basic consumers of finished goods of the industry are the CIS countries and the nearest neighbours - Poland, Lithuania, Latvia.

Economic stability of Belarus directly depends on possibility of the belorusian enterprises to affirm in the markets where the domestic production is competitive, in the countries needing mass deliveries concerning cheap and qualitative production. To these criteria today in the world there correspond the countries of Asia and the third world as a whole that justifies high activity of Belarus in relations with China, Iran, Pakistan, India, Vietnam, Egypt and other states.

It is necessary to notice that the big role in maintenance of price competitiveness of production of the belorussian industry effective logistical schemes of its delivery abroad should play.

The natural raw materials are imported to Belarus from the CIS countries for processing at the domestic enterprises basically. Russia and the Ukraine are the basic importers.

Import from the countries out of the CIS includes in a greater degree production of hi-tech manufacture which is not subject to the further processing (transformers, computers, auto-loaders, cars and the equipment), foodstuff and the industrial goods.

The analysis of volumes of export and import of principal views of production of Belarus allows to define a country place in the international industrial-transport systems, as manufacturer of completing products and final goods. The specified arrangement is defined by presence in Belarus some the large industrial enterprises, for maintenance of which stable work regular deliveries of natural raw materials and resources are required. The internal market is not capable to provide full realisation of production of the large industrial enterprises of the country, that defines structure of the import.

**Role of effective transport-logistical system in maintenance of competitiveness the production.
A problem of choice the effective logistical schemes of delivery**

In modern conditions in connection with formation of the above-stated logistical industrial-transport and transport-marketing systems there is a requirement for rendering of the effective international transport services connected with moving of material resources and the goods. It generates necessity of creation of the international transport corridors and formation on their basis under the aegis of operators inter / multimodal transportations of effective logistical schemes of delivery of cargoes.

In the conditions of the Belarus validity at production moving all costs within the logistical scheme of delivery, as a rule, are not considered and accordingly rational types of transport and ways of transport service in nachalno-terminal points within the given scheme do not get out. One of the main reasons of such position is the absence of effective transport-logistical system where the major elements of planning are the transport-logistical centres and the central co-ordinating structure providing delivery of recommendations about application of effective logistical schemes of delivery of cargoes.

Users of transport services are usually interested in:

- payments (transport expenses), including the tariff for transportation and payments for services in addition rendered thus;
- a logistical cycle of delivery of material resources and the finished goods, including not only term of delivery of cargo within the transportation contract, but also time of accumulation for shipment at the supplier and its consumption at the consumer, duration of interaction in terminal points;
- level of maintenance of safety of transported cargo;
- level of service in the course of delivery of cargo from the supplier to the consumer;
- influence of the schemes of delivery on the logistical costs of the clients, etc.

Foreign experience shows that present transport-logistical system gives the chance to solve following problems at the expense of realisation of effective logistical schemes of delivery:

- to provide the rational turning speed of circulating assets at the expense of application of optimum size of sending of cargoes, time of their finding in vehicles in movement and in concentration subsystems / distributions (warehouses, the centres of consolidation, sorting, and etc.);
- to establish an effective parity between terms of delivery and payments (tariffs and additional gathering) for various kinds of sendings depending on delivery terms of cargoes (a message kind, danger of cargo, a place in difficult logistical industrial-transport systems and etc.);
- to define rational level of service on delivery cargoes;
- to put in the rational image the limited investments into objects of transport-logistical system;

– to establish an optimum parity between the transporto-logistical centres of the general and not general (departmental) usings.

Effective logistic schemes of delivery of cargoes with participation of one or several types of transport should form competitive and effective transport-logistical system of the country which will involve the international transport streams and increase the growth of national product at the expense of increase in transport services, including from transit transportations.

Formation of effective logistical schemes of delivery should be carried out according to the top limiting tariff rates and terms of delivery of cargoes which are defined proceeding from the prices in the market, volumes of realisation of production and duration of a logistical cycle on its manufacture and realisation. In case of known term of delivery and tariff rates on one of types of transport it is possible by equating of total transportno-logistical costs to define zones of application of schemes of delivery with use of this or that type of transport.

Conclusions

1 Republic of Belarus is the small country. Its well-being substantially depends on efficiency of foreign trade. For this purpose the manufacturing industry and service goods should be competitive in foreign markets. However the steady negative condition of foreign trade during the last years testifies to low competitiveness of the economy. In this connection the question of formation of the difficult logistical industrial-transport and transport-marketing systems connecting and providing mutually advantageous cooperation of the belorussian enterprises with foreign firms and transnational corporations, being most competitive players in the market is actual.

2 Effective logistic schemes of delivery of cargoes with participation of one or several types of transport by which the market of transport services is presented, should form competitive and effective transport-logistical system of the country which will involve the international transport streams. Logistical schemes of delivery should be effective and have the minimum of logistical costs and a logistical cycle of transport service. The key characteristics of such schemes of delivery are the top limits of tariffs and delivery terms, and also levels of safety and service of logistical streams.

3 Defined on the basis of monitoring of the commodity market in its sectors the top limit of the price of the goods and its quality, demand volume, the period of time from the moment of the order of the goods before its delivery (a logistical cycle) give the chance for defined logistical industrial-transport system to establish requirement for material resources on its links for manufacturing the final ready goods. For delivery of the given material resources between manufacturers and consumers rational logistical chains of movement of resources should be used.

4 Researches have shown that at initial stages of industrial-transport system delivery of the initial raw materials which cost of storage is rather insignificant is carried out. However presence of deficiency of the given resources influences functioning of all subsequent connected stages of industrial-transport system. In this case creation of stocks of material resources at the specified stages of industrial-transport system is expedient.

5 At last stages of industrial-transport system there is an assemblage of final finished goods from completing products. This production should gather qualitatively and very quickly taking into account terms for delivery of accessories under the individual order, and also to be delivered to the consumer in the shortest terms. Expenses for storage of such resources are usually high, and possibility of their replacement with the similar is impossible. Therefore delivery of completing products at last stages of industrial-transport system is expedient on technology “precisely in time” that will allow to exclude presence of their physical stocks and it is essential to reduce the price of final finished goods.

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