

CURRENT PROBLEMS OF BELARUSIAN REGIONAL LOGISTICS

Belarusian regional logistics faces a number of pressing problems that complicate the effective functioning of transport infrastructure and have a negative impact on the development of the country's economy. It is regional logistics, due to the existing features in the location of productive forces, geographical differences and transport communications, that objectively serves as the basis for the creation of a modern national logistics system of the Republic of Belarus [1].

Some of the main problems include:

1. Insufficient development of infrastructure. An important factor for successful logistics is the presence of high-quality and modern infrastructure, including roads, railways, ports and airports, which is what Belarus is paying attention to, for example, in 2021-2022, the reconstruction of such significant road infrastructure facilities for the country as: highway R-23 Minsk-Mikashevichi from Soligorsk to Slutsk; the P-53 highway from Minsk to Smolevichi, the reconstruction of which continues towards Borisov; bridge over the river Western Dvina at the entrance to Novopolotsk. The South-Western bypass of the city of Mogilev and the bypass of the urban settlement were erected. World. However, in Belarus, many roads are in need of repair and modernization because it impedes the movement of goods and increases delivery time, which is the key and most important factor for the efficiency of the country's logistics [2].

2. Lack of an effective logistics management system: Insufficient coordination between various participants in the logistics chain, such as carriers, warehouses and customs, leads to delays and errors in the delivery of goods. A consequence of the insufficient level of use of logistics principles is a high level of logistics costs, which fluctuate between 20-25 % of the republic's GDP.

3. Problems with customs control: Difficulties in clearing customs control can lead to delays and increased logistics costs. Customs clearance processes need to be improved and made more transparent and efficient. Delays and inefficiencies in clearing customs control not only disrupt the supply chain but also result in heightened logistics costs, impacting economic activities and international trade relations. To address these issues, enhancing customs clearance procedures in Belarus is paramount to streamline operations and enhance transparency and efficiency in trade processes.

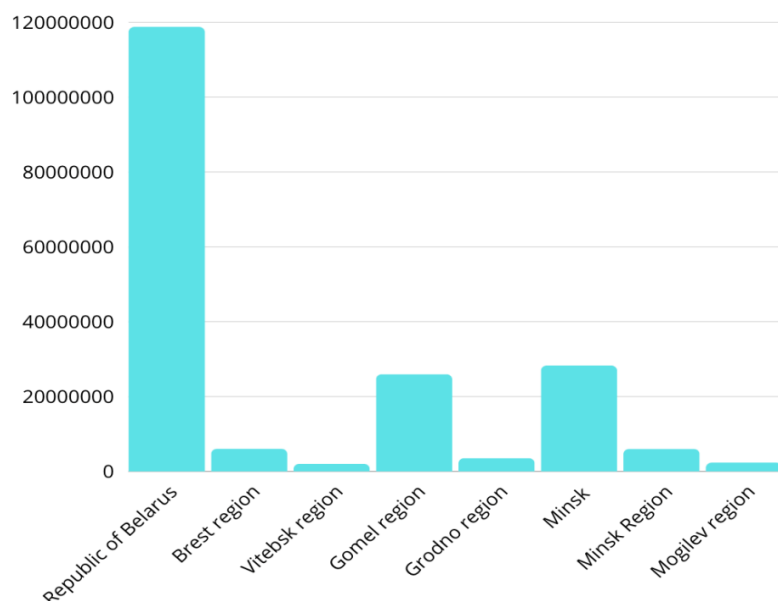
4. Lack of qualified specialists. An important aspect is also the availability of qualified specialists who can effectively manage logistics processes. In Belarus there are not always enough specialists with appropriate education and experience in this field. This affects the effective management of logistics processes in various industries. Having qualified people with the necessary education and experience is critical to optimizing supply chain operations and improving overall competitiveness.

5. High tariffs for transport services. High prices for cargo transportation can become an obstacle to the development of the logistics industry and lead to an increase in the cost of products for the end consumer, affecting affordability of goods and services and market competitiveness [3].

6. The lack of effective transportation technologies in cargo-handling hubs and on intercity routes has led to a significant reduction in the use of heavy-duty vehicles and an inadequate increase in the light-duty vehicle fleet for these transportations, with the complete elimination of the system of loading empty vehicles with cargo in the same direction or in the opposite direction.

7. The presence of a significant proportion of the vehicle fleet characterized by a low technical level, extensive wear and tear in operation, and non-compliance with standards for transporting goods poses a critical challenge in Belarus. The deteriorating condition of vehicles not only affects operational efficiency but also raises concerns about safety, environmental impact, and compliance with industry regulations.

8. Inefficient use of freight vehicles (according to experts, its average productivity is 4 times lower compared to developed foreign countries). This impacts operational efficiency, transportation costs and overall logistics efficiency. Sub-optimal use of vehicles not only leads to underutilization of resources, but also contributes to increased fuel consumption, negative environmental impacts and logistics inefficiencies.



Freight turnover of the Republic of Belarus and its regions for 2021 [4].

Table 1

Freight turnover of the Republic of Belarus and its regions for 2021 [4]

Regions	all types of transport, thousand t.km	railway transport, thousand t.km	pipeline transport, thousand t.km	inland water transport, thousand t.km	air transport, thousand t.km	commercial road transport, thousand t.km
Republic of Belarus	118775657,7	44478200	44577896	33264	92842,4	29593455,3
Brest region	6050340	—	—	8833,1	—	6041506,9
Vitebsk region	2037453,7	—	2212500 (2019 г.)	2297,4	—	2035156,3
Gomel region	25979379,2	—	29400600 (2020 г.)	6154,7	—	2726924,5
Grodno region	3552685,3	—	—	—	241,1	3552444,2

Окончание таблицы

Regions	all types of transport, thousand t.km	railway transport, thousand t.km	pipeline transport, thousand t.km	inland water transport, thousand t.km	air transport, thousand t.km	commercial road transport, thousand t.km
Minsk	28296466,4	—	22453281,6 (2020 г.)	13208,7	56926,7	6894735
Minsk Region	6023653,5	—	—	—	35674,6	5987978,9
Mogilev region	2357479,6	—	—	2770,1		2354709,5

Having analyzed the data for 2021, we can say that the largest cargo turnover in the city of Minsk and the Gomel region, as well as the Brest and Minsk regions, are at the same level.

Table 2

Freight turnover of the Republic of Belarus and its regions for 2020

Regions	all types of transport, thousand t.km	railway transport, thousand t.km	pipeline transport, thousand t.km	inland water transport, thousand t.km	air transport, thousand t.km	commercial road transport, thousand t.km
Republic of Belarus	123158106,3	42420400	51853881,6	29909,4	76351,4	28777563,9
Brest region	5691636,5	—	—	8794,9	—	5682841,6
Vitebsk region	1945590,4	—	2212500 (2019г.)	2094,6	—	1943495,8
Gomel region	32078504,5	—	29400600 (2020г.)	9134,9	—	2668769,6
Grodno region	3438512,3	—	—	—	585,9	3437926,4
Minsk	29238557,1	—	22453281,6 (2020г.)	4567,2	61561,3	6719147
Minsk Region	5993351,9	—	—	—	14204,2	5979147,7
Mogilev region	2351553,6	—	—	5317,8	—	2346235,8

Paying attention to the data for 2020 in comparison with 2021, you can see that the freight turnover rate in the Republic of Belarus decreased, but nevertheless increased slightly in some regions.

Statistics demonstrate that the regions' cargo turnover needs to be increased, as well as new methods of solving the problems of regional logistics in Belarus need to be considered, since with an increase in these indicators, for example, at the expense of infrastructure for transporting goods, such

as roads, railways, ports, etc. Delivery times would be reduced, transportation costs would change and the overall efficiency of logistics processes would increase. This would also contribute to the development of the country's economy, creating jobs and attracting investment in infrastructure.

To solve these problems, it is necessary to carry out comprehensive work to modernize the infrastructure, improve the logistics management system, train specialists and optimize customs control processes. Only in this way will Belarusian regional logistics be able to become more competitive and efficient [5].

First of all, it is necessary to modernize the infrastructure. The reconstruction and development of the road network, railways, ports and airports will improve the quality of transport infrastructure, reduce the time and cost of cargo delivery, and increase the efficiency of logistics processes.

To improve the coordination and management of logistics processes, it is necessary to introduce modern technologies. Digital platforms and software will help automate the processes of inventory management, cargo routing, shipment tracking and other operations, which will increase the efficiency of logistics companies.

Optimization of customs procedures also plays an important role in the development of regional logistics. Simplification and acceleration of customs clearance processes, the introduction of electronic declaration and control systems will help reduce the time for cargo clearance and reduce logistics costs.

To improve the skills of specialists in the field of logistics, it is necessary to conduct training programs and courses. This will allow specialists to keep abreast of the latest trends and methods of work in logistics, which will increase their professional level and work efficiency.

The development of flexible tariffs for transport services stimulates competition in the logistics services market. This helps reduce transportation prices, improves the availability of logistics services for companies and stimulates the development of regional logistics.

Strengthening collaboration between supply chain participants is also key. Increasing the level of interaction between carriers, warehouses, customs services and other participants in the supply chain will help optimize logistics processes, reduce cargo delivery time and improve the quality of service.

The chances of solving current problems of Belarusian regional logistics are very high, especially with active support from the state and international partners. It is important to continue to work to address these challenges with a focus on innovation, efficiency and collaboration among all stakeholders.

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