

Предприятие должно стремиться не столько увеличить свои активы, сколько заменить менее ликвидные краткосрочные активы на более ликвидные.

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Logistics development in the Republic of Kazakhstan

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Nowadays customs plays a great part in regulation of foreign trade activities. This state structure has a lot of functions. Customs provides not only support of domestic producers, but it also helps to maintain relations with foreign economic partners.

The Republic of Kazakhstan as a member of the Customs Union strives for support of these aims by some means: modernizing customs itself, maintaining its and making up new international relations and modernizing transport, customs and warehousing logistics. In 2007 Kazakhstan took the 133rd place among 155 countries according to the LPI (Logistics Performance Index), established by the World Bank. In 2010 its rank was the 62nd, and in 2012 — the 86th. The spectacular development of Asian economies is bringing unprecedented changes in the transport links between Europe and Asia. They imply an increasing trade and congestion on traditional maritime trading routes and the desertification of trade in ports' hinterlands and landlocked countries. New routes are therefore created with new actors and new organisational methods [1].

In order to enter into cooperation with European countries, the Republic of Kazakhstan takes part in different international logistic programs. It's supposed that the biggest and most important of them is NELTI (the IRU's New Eurasian Land Transport Initiative). This project helps to reduce estimated time of delivery from Asia to EU through Kazakhstan from 4 weeks to 7-15 days. The main goal of the project is setting the stage for launching regular commercial freight haulage by road transport from China's border to end consumers in Western and Central Europe. In the course of the first stage of the project, one of the objectives, along with solution of commercial and political tasks, is also building up and adjusting

mechanisms of logistic support and stimulating haulage, in the longer run, of Chinese freights by road transport routes along the historic Great Silk Road. The NELTI programme stipulates that the Silk Road is not one single route but rather a network of multiple land transport axes, serving all businesses in previously landlocked countries, hence irrigating their economies and interconnecting them to the world's major markets [3]. Today 4 parts of NELTI are undertaken, and The Republic of Kazakhstan takes part in 2 of them:

1) NELTI-1. There are some routes in the phase:

– northern route

A. The route's approximate length is 6,500 km (from Uzbekistan through Kazakhstan, Russia, Belarus, to the European Union). The freight is: textiles, agricultural products, industrial equipment, food and pharmaceuticals. Estimated time of delivery — 12–14 days.

B. The route's approximate length is 3,500 km (from Uzbekistan through Kazakhstan, Russia, Belarus, to the EU). The freight is building equipment. Estimated time of delivery is 7 days.

– southern-northern route

The route's approximate length is 4,900 km (from Uzbekistan through Kazakhstan, Russia, Belarus, to the European Union). The freight: textiles, equipment, chemicals, food, construction material. Estimated time of delivery is 7 days.

2) NELTI-2. The results of Phase One of the NELTI Project are used to prepare a Road Map for development of Euro-Asian road transport communications. The Road Map is intended to envisage bilateral, regional and multilateral measures for development of road transport communications between Asia and Europe. Its practical implementation, with due account for the results already achieved, the information resource now available, and political support enlisted [2]. According to the project, the development of the system of regular road transport haulage between Asian and European countries were continued, and measures were enforced in accordance with the provisions of Memorandums of Understanding and regional agreements aimed to further the development of Euro-Asian transport communications, to remove the barriers therein, to simplify the border crossing procedures, harmonize the legal provisions in the transit countries.

Memorandum of Understanding (MoU) is the document, which primarily defines key areas and methods of cooperation between Parties and set up a legal framework for building up an efficient market for international road transport services, integration of national transport into the world transport system and serving the interests of national governments and road transport operators in the public-private partnership format. It's handed down by 12 states, and Kazakhstan is among them. At present individual MoU-specific action plans are to be developed to include specific dates of tripartite consultations and expected outcomes of the MoU implementation [1].

To conclude, the Republic of Kazakhstan owns of great transport potential, dealing with European and Asian countries in order to offer its land transport connection. Being a member of the Customs union and neighbouring with states, which have their product markets, the country makes customs and transport logistics development more and more perspective and long-term.

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Использование SAP ERP для управления инвестициями компании

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Эффективная деятельность предприятия, обеспечение высоких темпов его развития и повышение конкурентоспособности в значительной мере определяются уровнем его инвестиционной активности и диапазоном инвестиционной деятельности.

Инвестиционный проект является основой, центральным элементом деятельности предприятия в области инвестиций.

Инвестиционный проект — это комплексный план мероприятий, направленных на обоснование эффективности вложенных средств в создаваемые или модернизируемые материальные объекты, технологические процессы, виды предпринимательской деятельности и целевые программы с целью сохранения и увеличения капитала, получения выгоды [1].

В ходе работы над проектом решается ряд задач:

планирование — включает в себя обоснование целей и способов их достижения, детализацию инвестиционных операций, расчет эффективности и сроков окупаемости;

реализация инвестиционного проекта — образование управленческой структуры проекта, функционально-целевое распределение обязанностей участников проекта, собственно инвестирование;