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## **PROBLEMS OF FORMATION OF LOGISTICS SYSTEM IN THE REPUBLIC OF BELARUS**

*Alas, the privileged position of the Republic of Belarus on the world map – is today badly realized potential. It is impossible not to note that expectations in the field of domestic logistics to date were somewhat overstated. Despite all the efforts made in the framework of the implementation of the programme for the development of logistics system to the year 2015 and the Republican programme for the development of logistic systems and transit capacity in 2016-2020 years. So far the transit potential of Republic used insufficient. Certainly, there are objective reasons and explanation-from a deficiency of investment until political and economic conflicts with neighbouring countries, including affected and connections. There is an obvious need for optimization of logistics system of Belarus.*

The current level of logistics in Belarus

Experience shows that companies choose those routes where clearly established all structures: the procedure of customs clearance, transport and road infrastructure, etc. So to RB now especially important to learn to combine their transit and logistics functions. Until they are finalized, our country will be difficult to compete with more competent operators of neighbouring States.

In the Republic planned 46 investment projects on creation of logistic centres. The realization of these projects involved more than 218 billion rubles.

Commissioned and operate 12 logistics centres: «Brest-Beltamozhservice», «Minsk-Beltamozhservice», «Gomel-Beltamozhservice», «Brestvneshtans», «BLT-Logistic», «Twenty four», «Belmagistralavtotrans», «Lake-Logistik», «Belvingeslogistik», «Shate-M Plus», «Minsk- Kristall», «InterStrojPortal Plus».

The most intensive creation of logistic centers takes place in Minsk region, due to its convenient location in the center of the Republic near Minsk and the intersection of two international transport corridors. On 8 of 14

specific Program sites of the Minsk region already operate logistics centers, in the remaining 6 sites implemented investment projects for their construction.

To provide high speed traffic requires slopes with good grip. This year was carried out repairs between Zhlobinom and Bobruisk Highway Republican significance Minsk-Gomel. Updated road received the first category and, as a consequence, declared applicable. The same is planned and with a plot from the capital to the town of Slutsk, work on which will soon be completed. Also works on reconstruction of the M6 motorway Minsk-Grodno, Kobrin-Gomel.

World Bank funds (approximately 250 000 000 United States dollars) be repaired road sections Shchuchin-Lida and Ivye-border with the Minsk area. It is also planned to porting internal customs clearance points outside the city limits of Grodno-new Logistics Center "Bruzgi" to free the roads of the regional center of fur. Will soon be upgraded crossing-will expand to five lanes and improving infrastructure (equipped with parking, hotel, PETROL STATION, insurance and catering). It is believed that increase transit through Belarusian territory between Russia and Belarus will help building slopes Mogilev-Vitebsk-Yaroslavl, St.Petersburg-Pskov, with financial support from the Union State

Issues to improve cooperation

In parallel, however, left open the issue of principle residence, which noticeably retarding the development of the industry. This means that at the moment the goods are declared to the supervisory authority of the State where they are registered, which complicates the procedure of customs clearance.

Despite this, it is worth noting that in the ranking of World Bank Doing Business in terms of the speed of customs clearance of Belarus holds the leading position among other States Eurasian Union.

Therefore, the envisaged development programmes can bring positive effect if they overcome many obstacles in law and economic activity of the Republic of Belarus. Lately there have been positive changes in the framework of the activities of the Eurasian Union. Now organized the work of the joint transport and logistics company (OTLK). It is created to overcome the obstacles in the operation of rail transport between members of the Commonwealth.

It is planned that OTLK simplify the procedure of rendering of services to all members of the Union for the implementation of containerized freight by rail. In this case, our country has a good chance to get the status of the most important European logistics centre in the region.

### References:

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2. Approving the Republican programme for the development of logistics and transit capacity in 2016-2020 years. Decision of the Council of Ministers dated 18.07.2016 № 560 [electronic resource] / The national legal Internet portal of the Republic of Belarus/URL: <http://www.pravo.by> (09.12.2016 treatment).

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### **ОБ ОДНОМ МЕТОДЕ ВЫЧИСЛЕНИЯ ЦЕНОВОЙ ЭЛАСТИЧНОСТИ СПРОСА**

*The article continues research projects [1-3], where I used the formula of balance, based on the functional representation of the economic forces of market supply and demand, and the idea of the equality of forces. Based on the thus obtained formula the properties of the coefficient  $e_d$  depending on market equilibrium, the absolute value of the coefficient of price elasticity of supply and limit values of permissible range of prices developed. The range of changes in price elasticity of demand as a function of price elasticity of supply, the equilibrium market price and the buyer's and seller's cost was studied. The revealed regularities allow mathematically prove relevant market phenomena.*

Ценовая эластичность непосредственно характеризует чувствительность спроса к цене; знание ее величины помогает рассчитать уровень спроса для различных цен. Однако на практике определить и рассчитать эластичность конкретного товара представляется трудной задачей ввиду отсутствия данных или неточности информации. Один из методов определения ценовой эластичности заключается в построении экономико-математических