

**OPERATION OF THE TRANSPORT COMPLEX IN THE REPUBLIC  
OF BELARUS UNDER SANCTIONS 2021-2022**

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The logistics sector has had a tough three-year period due to economic pressure including losses from the pandemic and changes in the transport funds. This caused significant damage to the aviation, road, and sea transport industries. There were troubles with money transaction which required additional documentation. This has led to the need for urgent measures to restore the ability to transport goods and money since the transport industry is a natural conductor of foreign trade operations through which about 45% of the funds are brought to the Republic of Belarus.

The Republic of Belarus has demonstrated the ability to respond quickly to crisis situations in the context of sanctions in connection with the current situation. It is formation of alternative supply chains for the implementation of exports that is a priority today. Logistics companies are forced to closely monitor all changes in the field of logistics in order to be able to respond promptly to emerging issues [1].

Goods can pile up at transit warehouses, borders and transport terminals due to disruptions in the supply chain which can lead to an increase in theft. To prevent this in order to avoid sanctions and conflicts, the cargo moves quickly along alternative routes. According to the statistics of the International Automobile Exchange ATI.SU, the number of traffic on the Russia-Belarus route in March 2022 increased significantly. In January and February 2022, transportation increased by 30% compared to the same period in 2021.

Transportation between the EU and the Republic of Belarus, which was in high demand in January and February 2022, made it possible to achieve the following results:

- the supply of gas silicate blocks increased in 5.5 times;
- the supply of cosmetics and tobacco products increased in 4.5 times;
- the supply of flour, peat, and cereals also increased significantly;
- there were fewer imports of fiberboard, stationery, vegetables, plastic, vehicles, fruits, and textiles [2].

Cargo delivery from Europe to Belarus increased by 130% compared to the same period in 2021, but it decreased after sanctions were imposed. Transport companies needed to break even and keep their staff. Vehicles registered in the EU were banned from crossing the border to Belarus, except for specific checkpoints for cargo operations and vehicles carrying mail or live animals.

As soon as the industry has recovered, companies will review their supply chain organization. They should create plans to offer different services, bring back production from non-CIS (Common Wealth of Independent States) countries, and consider outsourcing nearby. It is important to ensure sustainable supplies and automation of labor processes to overcome the current crisis.

## **References**

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2. Belta.by [Electronic resource]. – Mode of access: <https://inlnk.ru/G6X2kg> – Date of access: 13.12.2022.