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THE DEVELOPMENT OF REGIONAL TRANSPORT COOPERATION THROUGH THE THREE SEAS INITIATIVE

The growing popularity of the Three Seas Initiative has its relevance at the moment not only among the EU members but also among the EAEU members, such as Belarus and Russia. A new possible integration association can become a kind of border-line between the already strained relations between Russia, Belarus, and the Eastern or Central European countries and serve as a threat to economic, political, and energy security.

The information on the official website shows: The Three Seas initiative aims to promote cooperation, first and foremost, for the development of infrastructure in the energy, transport, and digital sectors. It targets new investments, economic growth, and energy security [1]. Are these directly clear goals and could that interfere with the values of the EU and the further development of the EAEU? Let's consider the TSI project from two sides: with Belarus participating and without.

At first glance, TSI is an initiative aimed at cooperation and assistance in the fields of transport, energy, and economics. The creation of a transport corridor will make it possible to quickly unite the participating countries and get an economic effect from the interaction. Probably, the idea of TSI is relevant in various plans: from the transport side – to fight distorted competition and the consequences of the introduction of the Mobility Package, replenishment of infrastructure with such objects as the Via Carpatia highway, Rail Baltica railway, the Baltic Adriatic railway corridor, and others, from the energy side – to achieve independence from external energy sources, from economic – to promote partnership [2, 3].

However, do not forget that the United States is actively supporting the project (promoting military security issues), possibly as a result of which potential participants (Germany – active in the construction of Nord Stream-2 desired but not a member [4], and China – the development project "One Belt, One Road") were ousted from nowadays agenda. So, TSI also cannot be concerned as enhanced cooperation in the EU. This demonstrates not only the economic but also the political orientation of the association, the second goal of which may be a new redistribution of the market and the geopolitical situation in Europe.

In this case, the number 1 threat for Europe – isolation from Russia's energy sources (and for Germany and the impossibility of completing the Nord Stream 2, but a real possibility for joining the implemented infrastructure) may turn out to be an economic collapse and provoke a political crisis. Strengthening ties between the countries of Central and Eastern Europe will give rise to the so-called

syndrome of 'integration of integrations', where the participating countries will achieve greater economic effect together or possibly will cause an exit from the EU. Promoted by Polish President Andrzej Duda, cooperation could increase Europe's unity and cohesion but different interests in many issues related to European unity promoted by EU locomotives and newly attended countries made the idea of Unity unstable.

The threat to Belarus and Russia is also relevant, which will manifest itself in the loss of the sales market for Russian energy products due to the participants' diversification of energy sources, and in the loss of transit potential for Belarus and the blockade by the West.

From this point of view, Belarus may have got two options which probably will orient the country shortly. Firstly, the possibility of joining the initiative will open the country as a new transport corridor. North-South highway could be continued to Belarusian territory which will improve the transit potential of the country. Moreover, the GIPL pipeline could be an alternative to the Russian energy resources and help to diversify the part of energy sources imported to Belarus from Russia and make the country less dependent on the powerful neighbor.

But as the previous analysis of the member's list shows, with the reinforcing of TSI with the USA, the initiative has got a political aspect. Regarding more and looking at Belarusian-Lithuanian relations as an example, the things going be more diverse as it could be seen: the outer political interference turned Belarus to the diversifying of oil production transit from Lithuanian to Russian ports; as a consequence, due to presidential elections, the transit of Belaruskali's production through Lithuania was blocked. Thus, the join of Belarus seems unbelievable but looks like a good point for the West to influence the situation radically.

Thus, while the project formally remains a project, it does not receive significant funding, but the infrastructure elements are already being implemented. At the same time, the growing discontent between the old-timers of the EU and the new members of the EU, cultural and economic differences, way of life are possible motivators for further development of actions towards the development of the project. The project cannot guarantee the prosperity and economic well-being of the region, but it can improve the issue of military and energy security for the participating countries and at the same time have an impact on neighbors from the West and the East.

THE LIST OF REFERENCES

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РАЗВИТИЕ РЕГИОНАЛЬНОГО ТРАНСПОРТНОГО СОТРУДНИЧЕСТВА В РАМКАХ ИНИЦИАТИВЫ «ТРИ МОРЯ»

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СОВЕРШЕНСТВОВАНИЕ ЛОГИСТИКИ ПОСТАВОК ИМПОРТНЫХ ГРУЗОВ ЧЕРЕЗ ПОРТЫ В РЕСПУБЛИКУ БЕЛАРУСЬ С УЧАСТИЕМ ЖЕЛЕЗНОДОРОЖНОГО ТРАНСПОРТА

Особенности географии расположения и климатических условий Республики Беларусь вызывают естественную необходимость импортных поставок широкого ассортимента продуктов для обеспечения внутреннего рынка. Часть таких поставок обусловлена исключительно предпочтениями покупателей по отношению к импортной продукции и недостаточным развитием отечественного сельскохозяйственного производства. При определенных условиях большая часть таких продуктов надлежащего качества и требуемой рынком сезонности потенциально может быть произведена внутри страны. Однако следует выделить и группу товаров, которые принципиально не подлежат импортозамещению. В первую очередь это экзотические фрукты, морская рыба и морепродукты. Импорт по этим товарным группам, как показывает статистика, имеет тенденцию к увеличению в связи с растущей популярностью этих продуктов у населения [1].

Основная часть экзотических фруктов (бананов, апельсинов, ананасов и т. п.) и морепродуктов проходит через логистические цепи с участием морского транспорта. Сухопутная часть перевозки в Республику Беларусь осуществляется преимущественно автомобильным транспортом. Железнодорожный транспорт в процессе доставки рефрижераторных грузов из портов в настоящее время задействован мало. Причинами упадка железнодорожных перевозок в этом сегменте транспортного рынка является отсутствие в достаточном количестве современного подвижного состава и низкая маршрутная скорость.