

DIGITAL LOGISTICS DEVELOPMENT UNDER EURASIAN ECONOMIC INTEGRATION

PhD Student Li Yuyan, School of Business of Belarusian State University, Minsk

Abstract: *The importance of digital logistics is emphasized in the EAEU 2025 Digital Agenda. Transport corridors are important fields for economic cooperation among countries in the EAEU. This paper examines the current state of logistics and transportation in the EAEU, as well as ways to overcome the constraints of the construction of digital transport corridors. Strategies such as developing a digital logistics ecosystem and improving logistics network facilities are explored.*

Key words: *Digital logistics; digital transport corridors; digital transformation; EAEU; economic development.*

Introduction. With the strong rise of the digital economy in recent years EAEU has discussed plans for a digital transport corridor emphasizing the importance of digital logistics. To break free from the constraints of traditional trade cooperation, the digital transformation of transport corridors will significantly contribute to regional prosperity.

Results and discussions. EAEU has excellent geographical advantages. With the growing demand for goods and services in the Eurasian region, this is driving the development of new transport and logistics networks, such as roads, railroads, and airports, as well as the expansion of existing networks, thereby promoting interstate trade and investment.

According to the latest statistics [1], the volume of cargo transportation in the EAEU in 2021 will increase by 2.2% compared to 2020. Among them, Russia and Kazakhstan have the largest and steadily increasing cargo traffic; Belarus has a slight decrease; and Kyrgyzstan and Armenia have a smaller and more unstable increase.

The steady growth of cargo transportation in the EAEU over the years, as well as the growing trade cooperation, with more comprehensive international cross-border transportation routes, laid the groundwork for trade cooperation in digital technology and communication technology products and services, as well as being conducive to the smooth development of EAEU economic cooperation.

According to global industry analysts, the global logistics digital transformation spending market is expected to increase from \$45.6 billion in 2020 to \$82.4 billion in 2027 [2]. Through the Internet of Things, big data, and other information technologies, the deep integration of new-generation information technologies with the logistics industry will contribute to the digitalization of logistics.

However, the level of digital development among EAEU countries is currently inconsistent, and international digital logistics cooperation is still in its infancy, owing primarily to the factors listed below. On the one hand, EAEU's traditional infrastructure of roads, railroads, ports, etc. is well built and laid for traditional goods trade. However, there are significant differences between countries and regions, and most transportation networks in most regions consist primarily of obsolete roads and railroads in disrepair, to the detriment of the continuously increasing volume of goods trade. Furthermore, the lack of coordinated cross-border communication networks and cross-border data cooperation centers among transportation networks and the limited coverage and low quality of broadband network services are not conducive to the efficiency of logistics systems.

Table 1 - Total amount of cargo transported by all modes of transport, million tons

Country \ Year	2017	2018	2019	2020	2021
Belarus	439.5	455.5	427.8	398.7	384.9
Kazakhstan	3946.1	4103.8	4222.7	3944.8	4013.7
Russia	8072.6	8265	8425.7	7959.7	8171.3
Armenia	28.1	29.2	14.7	14.9	17.2
Kyrgyzstan	32	33	34.2	24.7	28.6

Note – Source: [1].

On the other hand, digital logistics norms in the EAEA have not been standardized. Taking the cross-border flow of data as an example, there is no harmonization of methods for managing information and resources. It is resulting in a lack of activities coordination including shipment tracking as well as production and distribution.

To address these issues, EAEU has implemented a number of measures to digitize transport corridors. The Joint Investment Fund was established to finance infrastructure projects critical to member states' integration. Also, it is necessary to indicate the development of regional parts of the Eurasian Economic Union Digital Transport Corridors Ecosystem [3]. Furthermore, the Eurasian Intergovernmental Transport Committee was formed to coordinate transport policy among member states. Specifically, the following strategies are proposed:

1. Create a digital logistics ecosystem. The goal is to improve the comprehensive transportation corridor, comprehensive transportation hub, and logistics network by developing a modern, data-driven logistics system. Circulation is an important foundation for smooth economic circulation, and governments all over the world should encourage the development of digital logistics by providing location security, financial and tax support, financing assistance, and facilitating access.

2. Improve logistics network facilities. It is still necessary to pay attention to the planning of ports, airports, and railroad logistics infrastructure, increase the interconnection of border crossings and neighboring countries' transportation networks when building cross-border transportation facilities, and strengthen the "Digital Silk Road" cooperation with China [5]. For

example, effective integration of track scales, traffic lines, etc. can effectively improve the efficiency of facility development and avoid duplication of construction.

As main ways to overcome of the constraints of construction of digital transport corridors we consider the following measures. Parallel to initiatives such as warehouse automation, transportation networking, and electronic information management, the digital transformation of transportation corridors is being promoted by connecting national logistics hubs, regional logistics parks, domestic production, and domestic and international markets via data [4, pp.174-185]. Improve the intelligent logistics system by utilizing current computer technology and intelligent equipment to make the logistics involved in all aspects of intelligent sensing, in order to achieve effective supervision of each link. The principle of "discussing, building, and sharing" should be used in cross-border customs clearance and quarantine to build cross-border freight corridors, actively promote the EAEU agreement to give bilateral countries mutually beneficial treatment, and reduce the time consumption of customs clearance and quarantine measures.

Conclusion. Digital logistics development will assist the EAEU in strengthening its industrial strength and sustainability, promoting cross-national trade cooperation, and achieving a quality development of digital transport corridors under Eurasian economic integration.

REFERENCES

1. Work on transport in the Eurasian Economic Union in 2021 [Electronic Resources]. Available at: http://www.eurasiancommission.org/ru/act/integr_i_makroec/dep_stat/econstat/Documents/Transport/transport_2021.pdf (accessed 05.02.2023).

2. Global Industry Analysts. Digital Transformation Spending in Logistics / Global Industry Analysts – California: San Jose, 2022. – 10 c.

3. Miasnikova O.V., Tabolich T.G. Development of Approaches to an Organizational and Functional Structure Creating of the Eurasian Economic Union Digital Transport Corridors Ecosystem. *Digital Transformation*. 2020;(1):23-35. (in Russian)

4. Miasnikova O.V. *Development of production and logistics systems: theory, methodology and mechanisms of digital transformation*. Minsk: School of business BSU, 2021, 266 p. (in Russian)

5. Digital Silk Road: Opportunities and Challenges for Post-Soviet Eurasia [Electronic Resources]. Available at: <https://eurasia.expert/tsifrovoy-shelkovyy-put-vozmozhnosti-i-vyzovy-dlya-postsovetzkoy-evrazii/> (accessed 05.02.2023).

УДК- 330.341.1

CURRENT SITUATION BUSINESS RISKS AND PROSPECTS OF EURASIAN ECONOMIC UNION INTEGRATION

Guo Shangyuan, School of Business of BSU, Minsk, Belarus, Doctoral students

Abstract: *The Eurasian Economic Union after the start of the four stages. More and more members, more and more perfect system construction, more and more clear vision plan. However, the integration of Eurasian economic union is still facing some risks. Although the integration of the Eurasian economic union is slow at present, the natural geographical, cultural and economic links among the member countries, the Export-oriented industrialization strategies of the member countries, the advantages associated with the "Belt and Road" initiative will certainly give a strong impetus to the development of the Alliance and bring about a good prospect that can be expected.*

Key words: *Eurasian Economic Union; integration; business risk; economic development; strategic cooperation*

1. Status of Eurasian Economic Union

The Eurasian Economic Union is a regional economic organization led by Russia and established within the CIS to deepen economic and trade cooperation. In October 2011, Russian Prime Minister Putin wrote in the media that the Eurasian Economic Union would be modeled on the European Union, and that the international community would be strengthened by explaining the motives, history and expectations of the Eurasian Economic Union, in particular, the concerns and perceptions of other CIS countries. Launched in 2015, the Eurasian Economic Union successfully expanded its membership, with the addition of Russia, Belarus and Kazakhstan, as well as Armenia and Kyrgyzstan. Tajikistan and Moldova have also shown strong interest. The Eurasian Economic Union covers a wide range of areas of cooperation, including trade, investment, finance, labor and People's livelihood. In order to realize the free flow of goods, services, capital and labor within the Alliance by 2025, the development vision of different periods has been formulated and steadily advanced. In July 2011, Russia, Belarus and Kazakhstan abolished their customs relations with each other; in 2012, the construction of a unified market for the free movement of goods, capital and people was launched. The meeting of the Eurasian Economic Union in September 2015 identified key areas for future industrial cooperation, achieve a unified market in areas such as government procurement, production, electronic delivery, communications, electricity, tobacco and alcohol, and oil and gas.

2. Business risks in the integration of Eurasian Economic Union

2.1 Country geopolitical maneuvering risk

The Eurasian Economic Union is located in a region of Asia and Europe where the interests of major countries are intertwined and the situation is very complex. There are several integration organizations and cooperation initiatives in this