

Note - Source: author's own development.

The customs bodies of the Republic of Belarus carry out activities to maintain economic stability through the implementation of an effective customs and tariff policy, the promotion of foreign trade, the protection of domestic producers, the replenishment of the republican budget, whose expenditures are largely directed to the social and environmental spheres, combat smuggling and other offenses, stand on the protection of intellectual property rights.

Export, radiation, phytosanitary and other types of control (implementation of the Montreal Protocol, the provisions of the Basel Convention, etc.) are carried out within the framework of the directions of environmental safety and social protection, favorable conditions for the work and career of employees are created, continuous professional development of personnel, works aimed at the development and modernization of the customs service.

Thus, it is obvious that for the future prosperity, mankind must reflect on the solution of socio-ecological and economic problems in the present. Implementation of the concept of sustainable development should become an imperative in the modern world. An integral part of ensuring the sustainable development of any state is the activity of customs authorities, which are oriented towards ensuring economic security, achieving high results in terms of contributions to the development of the economic, social and environmental spheres.

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LANDLOCKED COUNTRIES: WAYS TO PROSPER

Globalization makes modern countries far more dependent on world economic relationships. Our world has changed greatly over last two hundred years; however, likewise then, sea transport plays an important role in today's transport of goods.

Moreover, some past theories are still useful, for example, the one presented by Alfred Mahan arguing on the subject of so called “sea power”, which means that national greatness is inextricably associated with the sea, with its commercial use in peace and its control in war. Consequently, according to the theory, sea-access, as well as strong fleet, helps a country become a leader both in economy and politics. [1]

Today, despite the fact that land transport has been improved over the years, using sea transport is still seems more convenient due to big amounts of goods can be transported and having no borders to be crossed, except of the sea itself. From this point of view, having no private port can cause problems. For example, neighboring countries may have economic or military reasons to block the access to the sea or transit through their territory. Nevertheless, the lack of access to the sea itself never leads to negative consequences. The level of economic development of landlocked countries can be high if the economic policy based on the development of technology, financial, and service sectors rather than production is performed. For example, a country can provide financial transit. One more option for such countries, on the condition of an appropriate geographical location, is to provide transit of goods, fuel, etc. by land or inland waterways.

In fact, most countries that lack coastal access are among the world’s least developed countries. Nonetheless, a few of the world’s wealthiest countries, when measured by GDP per capita, happen to be landlocked, they are: Luxembourg (\$92,400), Liechtenstein (\$89,400), Switzerland (\$55,200), San Marino (\$55,000), Austria (\$45,000), Andorra (\$37,000). However, outside Europe, there is not a single successful, highly developed, landlocked country when measured with the Human Development Index (HDI), and most of the countries with the lowest HDI scores are landlocked. [2]

Unlike countries in Asia, Africa and Latin America, European landlocked countries are more geographically fortunate since no country in Europe is very far from a coast. Furthermore, the coastal neighbors of these wealthy countries enjoy strong economies, political stability, internal peace, reliable infrastructure and friendly relations across their borders. Moreover, these countries enact policies that encourage business as well as invest heavily into the education of their populations in order to remain competitive in most dynamic developing sectors.

The situation is different for the countries of the developing world mostly dependent on the export of natural resources. As soon as such countries lose access to the sea, the costs rise as the countries have to find another and by far more costly way to transport the resources. So, they are highly dependent on the political situation in the region, though can not influence it greatly. To sum up, developing landlocked countries have to forgo specialization in retrieval and production of raw materials, adopt and adapt best practices from the developed countries, but they do not possess qualified labour force and rarely manage to attract investment. And these countries cannot be expected to struggle alone against the world; on the contrary, efforts have been made to soften the limitations posed by a lack of sea-access through policy and international cooperation. In 2003, the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries on Transit Transport Cooperation was held in order to design a program

of actions and, therefore, help landlocked countries to overcome their geographical barriers.

In conclusion, for the highly developed countries the lack of sea-access does not give rise to any problems of economic development since these countries conduct an appropriate economic policy; however, developing landlocked countries cannot now adopt the developed countries' experience because of the problems, both internal and regional, and need help.

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DIRECTIONS IN THE DEVELOPMENT OF MEDICAL TOURISM IN THE REPUBLIC OF BELARUS

Medical tourism, where patients travel overseas for operations and various invasive therapies, has grown rapidly in the world since the late 1990s, especially for cosmetic surgery. The main sources of such tourists are developed countries and the main destinations are in Asia. Conventional tourism has been a by-product of this growth, despite its tourist packaging, but the overall benefits to the tourism industry have been considerable. Problems caused due to the development of medical tourism are privatization of health care in postindustrial economies, growing dependence on technology, uneven access to health resources, accelerated globalization of health care and tourism, rampant consumerism and cherishing the body beautiful [1. p. 399].

It is obvious that the healthcare industry, which exerts both direct and indirect influence on the economy, is strategic for the development of any society. And the Republic of Belarus is not an exception. Life and health are the main rights of every person, as well as the most important factors of the social and economic development of the society. In recent decades, Belarus has been rapidly developing its services sector.

Studying the resource potential of Belarus and the practice of developing medical tourism in foreign countries helps to speculate on the country's competitive advantages in