5 LEVELS OF LOGISTICS SERVICE

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In this article the types and features of logistics service providers are investigated. The principles of gradation of these operators are considered. Besides the main problems of transition from one PL provider to another one in Republic of Belarus are analysed.

KEYWORDS: logistic; logistics service; pl-provider; level of service.
Active development of trade, expansion of the markets of purchase and sales of products cause at the companies the necessity of involvement of intermediaries in the field of the organization of delivery and warehousing of freights. In turn, the most intense competition between the leading cargo carriers forced the last to look for new ways of fight for the client, and services of PL providers become one of such mechanisms today. To carry out the assessment of activity of each operator, it is necessary to reveal their distinctive features which are reflected in the following comparative table 1.

If to consider experience of some of the most developed countries, that it is possible to draw a conclusion, that transfer of a part of logistics services to other organizations is really effective. It is called outsourcing of logistics services, that represents transition from activity of First Party logistics (1PL) – autonomous logistics to more high-class logistics: 2PL–3PL–4PL–5PL. It allows to find the following benefits:

– concentration on profile activity;
– use of effective methods and the modern infrastructure concentrated in the specialized logistic companies;
– exception of the costs connected with development of own merchandising of structures;
– flexible and timely reactions to the changed requests of consumers;
– transfer of risks on activity of the logistic operator;
– reduction of duration of operating and logistical cycles;
– cost reduction of the address.

<table>
<thead>
<tr>
<th>Table 1 – Main characteristics of five levels of logistics service</th>
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<tbody>
<tr>
<td><strong>Level of provider</strong></td>
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<tr>
<td><strong>Type</strong></td>
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<tr>
<td><strong>The rendered services</strong></td>
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<tr>
<td>1</td>
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<td><strong>Access to sales markets</strong></td>
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<td><strong>Assets</strong></td>
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<td><strong>Relationship in a supply chain</strong></td>
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<td><strong>Competitiveness</strong></td>
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<td><strong>Examples in Belarus</strong></td>
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The gradation of providers of services on 4 types assumes gradual extension of the list of the rendered services. So, the Second Party Logistics (2PL) provider renders traditional transportation services and to management of storage facilities. Third Party Logistics (3PL), except transportation of goods, carries out warehousing, an overload, renders additional services with considerable added value, uses subcontractors (contract logistics). The integrated logistics of Fourth Party Logistics (4PL) – covers planning processes, managements and control of all lo-
gistc streams (information, raw materials, materials, products and the
capital). The uniform operator with long-term strategic objectives unites
all participants in supply chains. Fifth Party logistics (5PL) uses possi-
bilities of the Internet as uniform virtual platform for the solution of lo-
gistic tasks [4]. Today in Belarus there are following problems of
transition from one pl-provider to another:

- deficiency of investments into development of infrastructure;
- not formation of the market of 3PL-services (provider of logistics
services of the third level 3 PL solve problems of a full and complex lo-
gistic service, use any kinds of transport, have the railway vehicles, own
terminal complexes in ports or on railway stations and storage facilities);
- absence of system integrator of level 4PL (logistic provider 4 lev-
els - the logistic companies which perform all functions of logistic pro-
vider of the third level and plus perform "management function");
- insufficient qualification of personnel;
- imperfection of the legislation;
- excessive administration customs and other types of control;
- high tax and other expenses.

Except these reasons, it is also necessary to mention the weak inte-
gration into the international and European logistics systems, which
limit cargo flows. Exporters prefer to send the shipment directly, passing
TLC. Sanctions, which are imposed on the Russian Federation, limit
presence of our carriers in the market and have significant effect on
transit cargoes. All this leads to reduction of external cargo flows. There
is a wish to pay attention also to insufficient development of road infra-
structure, seasonal and temperature restrictions for the movement of
heavy-load transport [5].

Thus, the problem resolution of development of 4 and 5 levels of lo-
gistics service in Republic of Belarus will be promoted by the organiza-
tion of procedures of voluntary certification of logistics services on
compliance to requirements of STB 2306-2013. Availability of the cer-
tificate will promote creation of a favourable image of logistic provider,
will provide him with additional benefit and will allow to systematize
participants of logistics service according to the European and national
standards.

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К ВОПРОСУ УПРАВЛЕНИЯ ПРОЦЕССОМ СПОРТИВНОЙ
ПОДГОТОВКИ НА НАЧАЛЬНОМ ЭТАПЕ
В ГИМНАСТИЧЕСКИХ ВИДАХ СПОРТА

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TO THE QUESTION OF MANAGING THE PROCESS OF SPORTS TRAINING AT THE INITIAL STAGE IN GYMNASTIC SPORTS. The relevance of increasing of effectiveness of sports reserve’s training in gymnastic sports is substantiated in the article. The results of investigation that include: analysis of actual sports selection system and offering its optimizing variant and describes the variants of managing the process of young gymnasts’ sports training are represented.