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5 LEVELS OF LOGISTICS SERVICE

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5 УРОВНЕЙ ЛОГИСТИЧЕСКОГО СЕРВИСА. В данной статье рассмотрены виды логистических PL-провайдеров и особенности, принципы градации этих операторов, выделены основные проблемы перехода от одного PL-провайдера к другому в Республике Беларусь, а также указано, какие страны занимают на данный момент лидирующие позиции в сфере логистического обслуживания.

КЛЮЧЕВЫЕ СЛОВА: логистика; логистические услуги; pl-провайдер; уровень обслуживания.

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 1 – Main characteristics of five levels of logistics service

Level of provider	1PL	2PL	3PL	4PL	5PL
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
Type	Companies cargo owners	Transport enterprise, freight terminals, warehouses, forwarding agents, agents, customs brokers	The firms rendering complex logistics service	Integrators of a complete cycle	Integrators of a complete cycle based on Internet logistics
The rendered services	cargo transportation	Proceeding from a field of activity: cargo transportation, lease of storage facilities, information services, maintenance of freights, documentary registration	multifunctionality	The integrated multifunctionality, complexity of services	

1	2	3	4	5	6
Access to sales markets	Local, regional	Local, regional	inter-regional	Global, delivery "from a door to a door"	Global, by means of the Internet
Assets	Tangible assets: own park of motor transport	Assets are material: vehicles, motor depots, storage facilities, warehouse equipment, means of loading/unloading, etc. Non-material assets: reputation, information, etc.	Shift from ownership of assets to ownership of information	Shift from ownership of assets to ownership of information	Information management in a common information space
Relationship in a supply chain	-	Single transactions, annual contracts	Long-term relations (3-5 years)	strategic partnership	Virtual enterprise
Competitiveness	-	Separate	Cooperation of logistic intermediaries, alliances	Several large alliances in the market [1, 2]	
Examples in Belarus	Protractor, Imekstreyd, Mediterenianshiping-kampani, Karatekspe dition, RALADOS PLUS, "BRESTVN ESh-TRANS", "UNITED PASCREL SERVICE (BI UAY)"	FORBELATRANS, ORIONBEL, "M&M MILITTSER & MYUNH", VIPTRANSSPEDISHN, BELEKSLOGISTIK, MEDITERENIAN SHIPING KAMPANI, NORTHROP, "HELLMANN EASTERN EUROPE", ALEVTRANS, INTERTRANSAVTO, "EMONS EXPEDITION", MOGILEVKHIMVOLO KNO	"BELINTER TRANS THE TRANSPORT AND LOGISTIC CENTER", BELTAMOZ HSERVICE, DZHENTISP EDISHN, KRAFTTRANS, GRADALOG STIK, TRANSKO NSALT BREST" [3]	-	-

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-

gistic 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 possibilities of the Internet as uniform virtual platform for the solution of logistic 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 logistic 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 levels - the logistic companies which perform all functions of logistic provider 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 integration 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 infrastructure, seasonal and temperature restrictions for the movement of heavy-load transport [5].

Thus, the problem resolution of development of 4 and 5 levels of logistics service in Republic of Belarus will be promoted by the organization of procedures of voluntary certification of logistics services on compliance to requirements of STB 2306-2013. Availability of the certificate 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 relevant 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.