



Electronic system should significantly raise budget revenue from cargo transit through Belarus

New technologies come in time

Electronic toll system for Republican roads to allow raising of budget revenue

By Vasily Kharitonov

The global transport system is changing drastically, becoming more 'intelligent', thanks to applied technologies. Think of the convenience of carrying a small device inside your car which warns of traffic jams and suggests an alternate route. It could certainly save on travel time. It could also warn of vehicles in close proximity: very useful in conditions of poor visibility. It could point out the features of a road or, even, inform of flight delays for those hurrying to the airport.

In fact, such a device is currently being piloted by Austrian Company Kapsch, helping Belarus improve its transport system. Its electronic toll collection system uses technology which is in-

novative by any standard, although it's been tested with success on roads around the world. The company explains that it has experience of 280 projects in 41 countries, on all five continents, with about 18,000 traffic lanes equipped to date and almost 70 million on-board units in use.

Those marked 'BY' are being produced at Kapsch in Vienna and will soon become a familiar sight for some drivers. The BelToll system is to launch from July 1st, 2013, although vehicles with a maximum capacity of under 3.5 tonnes will pass freely if registered within the Customs Union of Belarus, Russia and Kazakhstan. Larger vehicles and those registered outside of the Customs Union, regardless of weight, will be liable to pay tolls via their

onboard unit — pre-loaded with credit to allow travel on certain roads. Fees will be deducted automatically each time a vehicle passes

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through a metal 'archway' on the road.

"The creation of an electronic toll collection system will benefit the Belarusian economy and the population," stresses the Chief of the Road Network Office of Belavtodor at the Ministry of Transport and Communications, Alexander Golovnev. "The electronic system will significant-

ly increase budget revenue from cargo transit through Belarus, which can then be spent on upgrading roads to rival those in Europe, fulfill-

ing our transit potential even more." In addition, the investment project will inspire development across other sectors of Belarus. According to the Kapsch Company contract, 30 to 50 percent of the equipment and work for the new system is being provided by Belarusian contractors.

The length of road being tolled is yet to be announced

but the Austrian company explains that EU states set rates to reflect the cost of toll infrastructure. "Belarus may set its own rate, reflecting known volumes of traffic from previous years," notes the Managing Director of Kapsch, Erwin Toplak. Of course, revenue will depend on the toll charged, which must cover the costs of setting up the system. The Austrian partner is investing over 267 million Euros.

The launch on July 1st 2013 will see BelToll operating on the M1/E30 road (Brest — Minsk — Russian Federation border), covering 824km. The second phase will add another 478km, connecting Minsk with the regional centres of Mogilev (M4) and Gomel (M5). In total, this will cost 158 million

Euros over the next two years. Third and fourth stages are planned, with the Ministry of Transport and Communications hoping to see 2,743km of Belarusian roads tolled over the next 20 years.

Kapsch Telematic Services will maintain the system, explains Mr. Toplak. "On entering a new market, we always try to attract as many local companies and professionals as possible. In Belarus, most of the work will be performed on site, since you have plenty of highly trained technicians. We'll be using 200 specially trained employees for the launch."

Once the toll system is up and running, the Austrian experts will take a step back; until then, the project is definitely a joint effort to meet the deadline of July 1st, 2013.

Truly symbolic return of well-known philosopher

Memories of famous countryman published in Belarus for the first time

By Pavel Dmitrievsky

The second half of 1922 was tragic for flourishing Russian science and culture, since over 200 outstanding thinkers were exiled. Among them were university lecturers, doctors, engineers, agrarians, economists, literary men, religious figures and students. They were a true threat to the new regime, having independent opinions and openly criticising the new socio-economic policy.

Lev Trotsky later admitted in a letter: 'We exiled these people as we had no grounds to kill them legally but had no more capacity for patience.' Several years later, it became more common for innocent 'enemies of the state' to be exiled; the State Political Department did so without giving any justification.

Of course, forced parting with your homeland is traumatic but their exile may have saved the lives of many and have been a blessing for global science and culture. World-known philosopher Belarus-born Nikolay Lossky, who came up with the original concept of intuitivism, had no love for Bolsheviks and spoke openly. However, it was his writings on intuitivism which led to his exile; as the Large Soviet Encyclopaedia later wrote, the theory 'is opposite to the philosophy of dialectic materialism'. Mr. Lossky had no plans to change his views.

His works have now returned to Belarus, on the 90th anniversary of his exile. *N. Lossky. Recollections. Life and Philosophic Path* was recently presented at the Belarusian National Academy of Sciences' Institute of Philosophy, as part of a locally pub-

lished series entitled *Philosophy in Belarus and Global Intellectual Culture*. Unlike editions earlier published in Germany and Russia, it has more illustrations and contains extensive reference and biographical material. He recounts his life, focusing greatly on his childhood and youth (spent in the Vitebsk Province), and on the formation of his philosophical concept. He also recalls his co-operation with leading Russian intellectuals and those from around the globe.

In the opening chapter of the book, Anatoly Lazarevich, the Director of the Belarusian National Academy of Sciences' Institute of Philosophy and a candidate of philosophic sciences, writes: 'The ever-changing logic of the Tsar and, later, of the Russian revolutionary authorities (which influenced many



Nikolay Lossky

avenues of the philosopher's life) are no longer easily understandable, since we perceive them from our post-Soviet standpoint. We look back on historical experience accumulated over decades under Soviet power and post-Soviet transformations. Lossky was expelled from Vitebsk gymnasium for 'his passion for atheism and materialism' and from Petrograd University's lecturers 'for idealism'. Readers will find many other examples. Perhaps

the most important self-definition given by Lossky is his description of his 'severe fight during my youth for the right to live a spiritual life'. This influenced the development of his philosophical ideas into adulthood, which grew even more acute during his years of exile.

Learning the details of Nikolay Lossky's life, it becomes clear that a true philosopher must uphold pure morals, kindness and firm beliefs, in order to remain loyal to the notion of Truth. His multi-faceted talents as a scientist and philosopher led to several written works: *Freedom of Will; Value and Existence; The Intuitive Basis of Knowledge; Sensuous, Intellectual and Mystical Intuition; Absolute Good; and The Fundamentals of Ethics*. In all, he wrote about 300 books, brochures and articles, which have been published in Russian, German, English, French, Czech, Slovak and other languages. Pleasingly, Belarusian authors are now paying more attention to the great man, writing articles on his artistry. Mr. Lazarevich writes: 'We are sure that the day will soon come when Lossky's works are released in Belarusian. This will be truly symbolic.'