

Prize for best showcase

Belarusian pavilion takes first place in foreign category at 32nd International Trade Fair in New Delhi

The forum was hosted by the Pragati Maidan exhibition complex, with Belarus presenting produce, samples and sci-tech developments from over 60 of its industrial enterprises, scientific and educational organisations and institutions.

Belarus was ranked first among the pavilions, followed by the South African Republic and Turkey, and was awarded a separate prize for its role as a partner country of the event.

The closing ceremony was attended by the leadership of the Indian Trade and Industry Ministry, by the India Trade Promotion Organisation, and by representatives of Indian and foreign exhibiting companies, as well as the Ambassador Extraordinary and Plenipotentiary of Belarus to India, H.E. Mr. Vitaly Prima, and employees of the Belarusian diplomatic mission.

Choice becoming obvious enough

By Mikhail Oleinikov

Grodnoinvest Free Economic Zone among youngest in Belarus, created just ten years ago

Located near the centre of Europe, on the border with the European Union, this FEZ has significant geographical and logistical advantages, as appreciated by existing and potential residents, who save 30 percent on their company tax, allowing them to rapidly reap benefits.

“Our investments have been entirely repaid,” notes Polish Marek Shimbrowski, a shareholder of Hardex Company at Grodnoinvest FEZ. “We’ve moved one of our factory lines which is more labour intensive here, since Belarusian salaries are cheaper than those in Poland, as are raw materials. Where we’d make ‘zero’ profit in Poland, we are quite cost efficient in Belarus.”

With an extensive network of roads for passenger and freight traffic, linking Grodno with the rest of Europe and with Asia, alongside good rail links and an international airport, the FEZ is an obvious choice.

Belshina to produce tyres 6m in height weighing 7 tonnes



At present, the company manufactures tyres in over 300 sizes, models and ply ratings, with the unique super-sized tyre soon to join its inventory. Belshina JSC is a giant, uniting four factories which each boasts their own specialisation. It makes tyres for mass use, large-sized and super-sized (the latter obviously arouses the most interest). It even has its own mechanical plant manufacturing equipment for tyre production.



By Vladimir Chemodurov

In making a tyre, its carcass (boasting several layers of durable rubber cord) rolls slowly around a huge cylinder. This core is then supplemented by ‘bracelets’ of cord, rubberised with a mixture of natural caoutchouc (the only suitable raw material). These layers create a huge 3 tonne rubber ‘bun’, which is placed into a special furnace; vulcanisation occurs over a period of 800 minutes (just over 13 hours) at extremely high temperatures. The tyre then acquires its tread pattern in the press and is thoroughly inspected before dispatch, ready to carry dozens of tonnes of load and endure the harshest of climatic or environmental conditions. Even the smallest air hole or

microscopic crack or foreign body can cause a puncture.

“In designing a tyre suitable for adverse conditions, we really put it through its paces,” explains the Deputy Director for Production at Belshina, Victor Yarosh, indicating a huge tyre rolling under a never-ending load. BelAZ, MAZ, Minsk’s Automobile Plant, Minsk’s Tractor Plant, the Minsk Wheel Tractor Plant and ordinary car lovers all appreciate the quality of Belshina tyres, which have proven their reliability and durability many times over.

Tyres are far more than shaped rubber and even the pressure is vital: a fall of just 10 percent raises fuel consumption and shortens lifespan. The breaker — which connects the core to the tread and acts as a



Belshina exports goods to more than 40 countries worldwide

shock-absorber — plays a vital role, and tyres should fit snugly against the wheel. Super-sized tyres, which tend to work in harsh, mountainous conditions, require special care. Dump trucks shouldn’t climb gradients of over 12 degrees and need to retain a certain angle when turning. Used intensively, tyres can reach temperatures of up to 110 degrees, needing to rest and cool regularly. Of course, roads should be kept in proper condition, since sharp stones can also take their toll, espe-

cially when trucks are heavily loaded.

“We’ll soon produce even larger tyres,” asserts the Deputy General Director for Ideology, Personnel Management and Social Issues at Belshina, Alexander Kozlov. “As you know, the Government has tasked BelAZ JSC with manufacturing the world’s first quarry machinery capable of carrying up to 450 tonnes. Suitable tyres are needed: 6m in height and weighing 7 tonnes. By 2016, trial models should be ready for testing, with mass produc-

tion the following year.”

Interestingly, each tyre for a 200 tonne truck costs around \$20,000: the price of an average saloon car. The cost of a giant BelAZ tyre remains competitive, but is certainly expensive. Belshina’s produce must rival that of its international colleagues, ensuring that it retains and expands its place on the world market. It currently exports to over 60 states — including Singapore, Australia, Ukraine, Canada, Kazakhstan, Indonesia and Brazil.