

Staff training in successful branch of national economy

Belarus' automobile services continue to bring in foreign currency revenue for the state

By Tatiana Sergeeva

According to Belarus' balance of payments, exports of transport services generated \$444m from January-May, 2013: up 16 percent on the same period of 2012. Moreover, the figure was achieved despite Belarus' major trading partners experiencing an economic downturn. Naturally, international competition in the branch is rising yet, last year, transport services made over \$1bn of profit.

The Chairman of BAMAP Association, Nikolay Borovoy, speaking at the opening of a BAMAP-VEDY training class, in Mogilev, noted, "Our results are primarily owing to the high level of training for drivers and specialists." Such classes operate across all regional centres, ensuring countrywide transport-related training. Mogilev has been the last to benefit, due to having less traffic than the Minsk, Grodno or Brest regions. According to the Association, just 5 percent of all transport vehicles in the Republic are registered in the area.

"There's no urgent need for per-

sonnel, as only a small share of our transport is involved in conveyance. Drivers used to move to Russia but are now returning home. We need to look to the future so we're offering theoretical and practical training. All regional carriers will be able to gather at our centre, to discuss the most acute problems," notes Mogilevveshtrans' Director, Mikhail Larchenko.

A modern international driver has quite different skills to 10 or 5 years ago. "The ability to drive is a matter of

course. However, legal aspects also matter, as do cultural and educational issues, responsibility and a knowledge of geography and foreign languages," explains Mr. Larchenko. "You need to be able to

com-

municate with law enforcement and customs officials." In addition, international drivers are the 'face' of a company, with 90 percent of success

relying on their ability to build relations with customers, win their confidence and ensure fulfilment of obligations.

Many funds are being invested in training international drivers and specialists but, as Mr. Borovoy asserts, the results are worthwhile. Competition for transport related vacancies should grow significantly in the near future.



Investments into the training of international drivers large, but results are worthwhile

Economic growth plateaus

How is the economy of Belarus progressing in comparison with its closest neighbours?

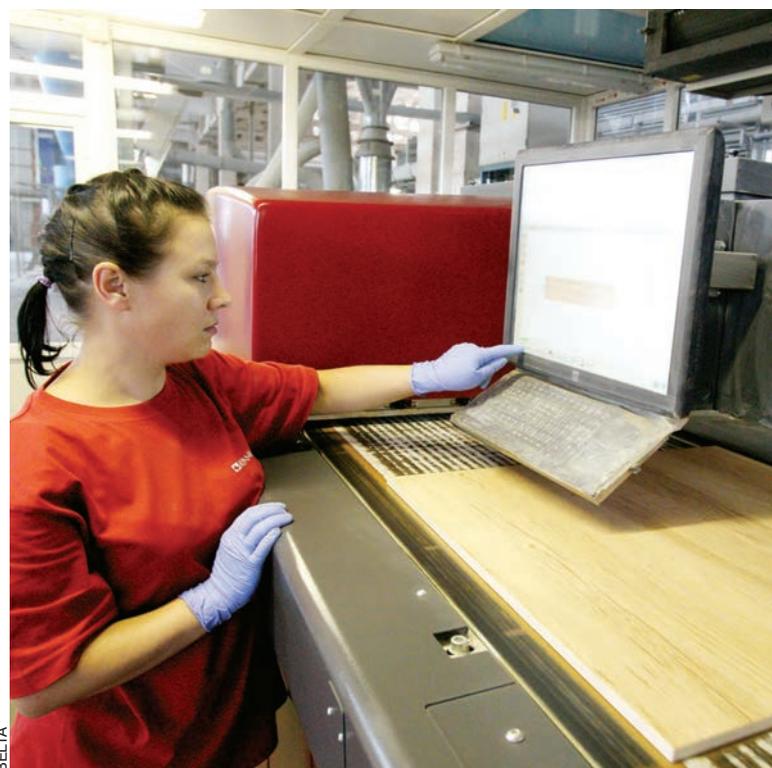
By Vyacheslav Livanov

Not long ago, economists argued that the recession seen through European markets was unlikely to 'migrate' to developing countries in the East, including within the CIS. They emphasised that fluctuations on developed markets would have no effect but it seems they were overly optimistic. If your neighbour sneezes, their cold will strike everyone eventually and, according to a recent report from the CIS Interstate Statistical Committee, that time may have come. The main macroeconomic indicators are slowing down across the region.

Fever symptoms

Figures show that, across the CIS, electricity production is falling, alongside manufactured volumes of rolled ferrous metal products, tractors, trucks and cars, and certain types of chemical and food products.

At the end of May 2013, compared to the same period of the previous year, CIS banks saw volumes of deposits and loans rise. Long-term loans dominate credit in all countries, except Tajikistan, while the share of overdue loan repayments in May 2013 only slightly exceeded the level from May 2012 in most countries. The situation on CIS foreign exchange markets by mid-2013 (compared



New line of Keramin JSC manufacturing ceramic granite

to mid-2012) was characterised by a weakening of exchange rates against the US Dollar, the single European currency and the Russian Rouble.

Who makes the 'record'?

GDP growth has been observed in all CIS countries except Ukraine, where GDP dropped by 1.1 percent in the first quarter. Turkmenistan's economy grew

most (9.4 percent) followed by Kyrgyzstan (7.9 percent).

The Ministry of Economy notes with regret that the major factor in GDP growth in Belarus has been domestic demand. It stresses that negative factors are gradually decreasing but warns of a worsening foreign trade position for domestic producers, since efforts to reduce warehouse stock will negatively impact GDP growth.

Armed at all points for winter season

By Oleg Larionov

MAZ-MAN joint enterprise produces first batch of new generation vehicles for cleaning roads of snow

Multi-purpose vehicles based on the MAZ-MAN-652538 dump truck are being fitted to clear roads of snow, using friable or fluid reagents. The first six lorries have been bought by Minskavtodor-Centre enterprise, with another 18 contracted by other consumers in Belarus. Road organisations have already

begun to prepare for the winter season.

According to Stanislav Ivanyushenko, Deputy Director for Sales and Service at MAZ-MAN joint enterprise, the multi-purpose machinery was launched five years ago and has a number of distinctive characteristics: it can store 8 tonnes of friable materials and more than 4 tonnes of fluid reagents and is fitted with an electronic distribution device to ensure accurate measurement of deicing reagents onto the road.

No special need for traditional fuels

Belorusneft to install four battery-charging outlets at its vehicle fuelling stations

The necessary software is being completed and a tender for purchasing special equipment is being conducted, to install equipment at four filling stations in the Belorusneft network; one will be situated in Minsk.

The sites have been chosen to ensure maximum convenience for those driving battery powered cars and the vehicles will also be available for hire.

Belorusneft is already the big-

gest retail fuel operator in Belarus, also selling compressed natural gas. It accounts for about 70 percent of total retail sales of car fuel and has over 510 fuelling stations: two thirds of the country's total.

