

processes implemented in the framework of innovation at any level of the economic space. However, it is the study of the regional innovation system that provides the necessary level of detail of scientific knowledge, which allows to take into account the specifics and peculiarities of each individual territory within the state, and therefore creates objective prerequisites for more effective management of the system as a whole.

Conclusion. Summarizing the materials of the study, it can be noted that innovation driven development, which is a key factor of economic growth in modern conditions, requires the formation of appropriate material and intangible infrastructure. This infrastructure is a complex multi-level system consisting of interconnected innovation systems at the local, regional and national levels. The composition and structure of such systems are similar, but the level of regional innovation systems provides the optimal level of detail necessary for the formation of appropriate macroeconomic decisions. The actual task is the analysis of such systems in the Republic of Belarus and the formation on the basis of this analysis of financial and legal mechanisms to stimulate innovation, which is a prospective area of our research.

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THE PROBLEM OF IMPROVING OF GOODS TRANSPORTATION THROUGH CUSTOMS COMMITTEES ON THE BASIS OF THE LOGISTIC APPROACH IN THE REPUBLIC OF BELARUS

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Economic globalization and liberalization of world trade in modern economic conditions impose new requirements on the organization of customs. The use of a logistic approach to the management of export-import commodity flows has become particularly relevant in the conditions of instability of the Belarusian economy. This is due to the intensification and expansion of foreign

economic relations of the state, as well as the dynamic expansion of horizontal ties between the business entities of the partner countries. The possibilities for improving cooperation on the basis of expanding economic independence, the initiative of intermediary structures and transport organizations, improving their contractual relations and mutual economic incentives have increased.

The goal of our research is to consider the problem of improving of goods transportation through customs committees on the basis of the logistic approach in the Republic of Belarus.

Material and methods. The following methods were used in the research: statistical data, electronic information resources presented by the State Customs Committee of the Republic of Belarus and the Ministry of Transport and Communications of the Republic of Belarus, a review of scientific journals on the subject. The main research methods: comparison, grouping, analysis of logistic literature on the problem and generalization.

Findings and their discussion. In the conditions of the formation and development of the logistics system in the Republic of Belarus, it can be noted only a fragmentary use of logistic approaches in the implementation of foreign trade operations [2].

New developments of scientists, domestic experience, as well as the experience of our foreign partners, shows that at present a systematic approach is needed to improve the quality of management of the transport component of any national economy based on logistic principles of interaction between the subjects of the commodity and transport markets. Therefore, the regulation of transport flows based on the principles of logistics over the past decade has been and remains the subject of active study by both foreign scientists and Belarusian scientists. The transport infrastructure of the Republic of Belarus includes road, rail, water, and air transport. The road network is 85.7 thousand km long, including 74 thousand km of hard-surface roads.

Thus, the role of transport in the Republic of Belarus is growing every year. Transport and logistics activities, logistics services provide customized logistics solutions for transportation, declaring, warehousing.

Efficient organization of the process of customs processing of goods in the transport and logistics system is impossible without the participation of enterprises and organizations specializing in performing certain customs operations. The most common was the institution of customs agents. Currently, there are about 200 customs agents in Belarus. However, the market for customs services is still emerging. A certain part of the domestic market for customs services operates under the “gray declaration” scheme. Thus, according to statistics from the total number of customs agents, only about 30 of them produce 200 or more clearance of goods per year. For comparison: RUP «Beltamozhservis» (Republican Unitary Enterprise) provides for customs clearance more than 10,000 batches of goods per year. Being the largest operator in the customs services market, currently «Beltamozhservis» RUP provides

them in 23 border and 48 internal customs clearance points, 11 temporary storage warehouses and 5 customs warehouses, 21 statistical declaration centers [5].

According to experts, to ensure the movement of the planned amount of foreign trade goods, it is necessary to create a sufficient number of commodity and logistics centers. The first centers should be established in regional centers and large industrial regions of the country. In our opinion, when choosing the most appropriate places for these centers and their planned capacities, it will not be based on the territorial principle, but on a generalized indicator of the share of gross regional product (GRP) in the gross domestic product of the country (GDP). Depending on the share of GRP in GDP, it is advisable to form the following types of infrastructure in the framework of transport and logistics systems: regional commodity and transport centers, interregional terminal and transport complexes.

Conclusion. Thus, completing our work, we are invited to highlight the following areas for improving the transportation of goods through customs through a logistical approach:

- the creation of modern customs and logistics centers. Logistics infrastructure directly affects the growth of a country's GDP. This is due to the provision of higher quality service for commodity flows in international logistics centers and the attraction of additional volume of goods passing through a transit country;
- introduction of innovative information and technical means to support the activities of customs authorities;
- creation of a unified inter-departmental automated system for collecting, storing and processing information for all types of state control over the movement of goods across the customs border;
- increase of transit attractiveness;
- reforming the organizational and management structure of customs authorities, built on a functional principle;
- improvement of the electronic customs declaration and development of an automatic release system;
- reduction of time for customs operations;
- improvement of customs legislation.

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INVESTMENT ATTRACTIVENESS OF HUMAN CAPITAL AND IT'S INNOVATION INFLUENCE

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Today it is scientifically proved that the human capital, which is embodied in skills and abilities of labor resources, is one of the key components of national wealth and a source of economic growth of the state. The qualitative level of accumulated human capital has a direct impact on the effectiveness of innovation at both the micro and macro levels. Therefore, providing an effective system of its reproduction, we can talk about an increase in the added value of innovation. In this context, we need to build not only an effective system of investment in the reproduction of human capital, but also the development of a financial mechanism for assessing its investment attractiveness in order to analyze the qualitative component. It's predetermined the relevance of the scientific research topic.

The purpose of the study: to characterize the economic and investment aspects of the "human capital" and to determine the basis of the financial mechanism for assessing the investment attractiveness of human capital.

Material and methods. The scientific research is based on the works of domestic and foreign scientists, as well as analytical data of the World Bank. The study used the following General scientific methods: cognition, analysis and synthesis, comparative analysis.

Findings and their discussion. The relationships between the categories of "human capital", "investment" and "innovation" are the basis of many modern theories and mechanisms. The analysis of countries on the level of innovative development, efficiency of the investment system, the rate of economic growth, the level of human potential and the volume of national wealth showed that the more and more effectively resources are invested in improving the quality of human capital.

In recent years (from 1995 to 2015) the share of human capital in the national wealth of the Republic of Belarus has increased by 21%, and today is 0.46 trillion. US dollars, while physical and natural capital are equal to 0.32 and 0.21 trillion. US dollars, respectively [1]. In this case, the growth rate of human