

PROBLEMS AND PROSPECTS OF TRANSPORT NETWORK DEVELOPMENT IN UKRAINE

M.O. Mikulina, Candidate of Economic Sciences, Associate Professor, SNAU, Ukraine

A.D. Polyvani student of the Faculty of Engineering and Technology, SNAU

The main traditional tasks solved by the transport logistics system are the coordination of transport services for consumers according to their orders, which has already been discussed. This requires an integrated approach to fulfill all delivery conditions with the minimization of transport losses.

Solving this complex task is possible thanks to logistics. The transition of the economy to market relations significantly changes the essence of planning, operational management, control and accounting). statistics of transport flow processes. The changes consist in the transition from management on the basis of state-monopolised ownership of the means and results of the transport system to multifaceted forms of ownership of them. In recent years, despite all the difficulties, the use of elements of transport logistics is constantly expanding due to, for example, the introduction of a local VM network, information about the movement of goods in transport flows of processes, the introduction of new methods of accounting for material funds that pass along with cargo flows through transport enterprises.

The development of improved quality of optimized solutions during the transition to private forms of management, which reduces the level of incompetence of workers, is based on logistic principles. as well as the creation of information flows that combine transport material flows and the processes of their functioning.

However, the implementation of logistics in transport processes is increasingly restrained by the policy of market reforms. Using the example of transport policy, this means that market thinking and the practice of using logistics by transport enterprises are still insufficient. Compliance with the parameters of cargo units ordered by consumers is restrained, while their exact compliance is the goal of transport logistics. As a result: the result is also lower than expected in the relative length of transport routes (in urban and direct rail transport, in domestic and direct water transport, in small and large cabotage by sea transport, urban, intercity and international transport by road transport). According to the characteristics inherent in railway and river transport, the transportation is distinguished by carriage, small, low-tonnage route shipments on railway transport, cargo and high speed on river transport [1, c. 153] .

Organizational and economic features of transportation are also important. So. perhaps the most progressive type of transportation on railway transport is transportation using containers and packages, and on the road - the organization of transportation using transport terminals. One of the tasks of transport logistics is to avoid irrational transportation (short-haul transportation by rail, unjustified long-distance, counter, empty transportation, as well as repeated transportation, when the cargo is repeatedly transported, unloaded and loaded at warehouse enterprises of intermediary organizations). The costs of these transportations for transport organizations are reflected in their additional expenses for the transportation of goods, for senders and recipients in the cost of transportation according to tariffs.

For the logistics process, they are reflected in specific total, current and one-time costs from the moment of production of products to their consumption. Therefore, in some cases, irrational repeated shipments may be justified, from the point of view of the consumer or producer, taking into account the complex costs, and not only the cost of transportation. In the first case, savings are achieved due to a relative (compared to the past) reduction in the size of the delivered batch of products and, as a result, an acceleration of the turnover of its production stocks in material warehouses. In the second, the possibility of reducing sub-sorting operations and the time of products being in the warehouse is provided [4, c. 204]. .

Transport logistics is closely related to warehousing, production, procurement, distribution and mediation. This is due to several reasons.

Thus, the material flow management system within the enterprise has a sufficiently large influence on the methods of organization of supply and transportation. The availability of commodity stocks ensures the continuity of the transportation process. Coordination of procurement, production and distribution processes and the development of a single production-transport-warehouse technological process are of great importance for the optimization of transport logistics. That is, the essence of the integration of product movement management is defined as the development of complex logistics management of transportation. Organizational and economic methods and forms of integrated management of transportation include the need to coordinate and combine related functions of planning supplies and transportation of products; rational distribution of logistics functions between structural divisions of transport organizations; development of management methods that ensure savings in transportation costs, improvement and implementation of a system of economic stimulation of workers in the logistics process to improve its final results [2, p. 59].

The concept of the development of complex logistics management of transportation is substantiated as follows: the actual movement of goods in the process of circulation, which is carried out by their transportation, is provided by a system of commercial intermediary organizations and commercial services of enterprises. They participate in transportation management, performing the functions of determining transportation needs in their directions, volumes, and structure, and must coordinate and participate in the organization of the processes of moving products through their storage locations, determining the sequence of transportation. An important factor in the development of logistics functions in the sphere of merchandise circulation is the increased role of the interaction of procurement and trade activities and transport.

The operation of transshipment warehouse bases for general use by all storage entities (warehouses of producers, consumers of products, warehouse enterprises of intermediary organizations of transport bases) on transport makes it possible to simplify and reduce the cost of the transportation process [3, c. 270].

Thus, the multi-faceted use of transport in purchasing and trading activities determines the development of commercial functions. At the same time, commercial services affect the operation of transport. Optimization of these processes depends on the entire complex of logistics functions.

List of references

1. Мікуліна М. О., Поливаний А. Д. Проблеми та перспективи розвитку транспортної мережі України [Електронний ресурс] / М. О. Мікуліна, А. Д. Поливаний // Збірник тез доповідей по матеріалах 27-ї Міжнародної науково-практичної конференції «Технології XXI сторіччя», (Суми, 24-26 листопада 2021 р.). – Суми : СНАУ, 2021. – Ч. 1. – С. 152-154.
2. Mikulina M., Polyvanyi A. International aspects of controlling of transport and logistics complexes [Electronic recurs] / M. Mikulina, A. Polyvanyi // The 2nd International scientific and practical conference «Modern directions of scientific research development», (August 4-6, 2021). – Chicago : VoScience Publisher, 2021. – P. 59-64.
3. Поливаний А.Д., Мікуліна М.О. Логістична концепція транспортних підприємств// Матеріали Всеукраїнської студентської наукової конференції (11-15 листопада 2019 р.).– Суми, 2019. С.270
4. Мікуліна М.О. Моделювання зміни попиту на транспортні послуги [Електронний ресурс] // Збірник тез по матеріалах міжнародної науково-практичної конференції “Інноваційні розробки в аграрній сфері” (28-29 листопада 2018 року, м.Харків): науковий збірник / Навчально-науковий інститут мехатроніки і систем менеджменту, Харківський національний технічний університет сільського господарства ім. П.Василенка ХАРКІВ, Україна. –Харків, 2018. – С. 204.

