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INTERNATIONAL ASPECTS OF CONTROLLING OF TRANSPORT AND LOGISTICS COMPLEXES

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Abstract. The proposed article examines the organization of international transport and logistics systems, which aims to unify national legislation, harmonize transport infrastructure, which will have common technical parameters, and ensure the use of a single transportation technology as a basis for creating a global logistics system and integration of national transport systems in a world transportation system.

Key words: logistics, transport, infrastructure, transportation, transportation.

The organization of international transport and logistics complexes aims to unify national legislation, harmonize transport infrastructure with uniform technical parameters, and ensure the use of a single transportation technology as a basis for creating a global logistics system and integrating national transport systems into the world transport system. In global logistics networks there is a concentration of cargo flows in optimal directions. In total, there are about 80 international transport corridors (ITCs) on the globe, which carry out the bulk of transportation activities in the world.

The European market, which has a huge potential, plays a leading role in the formation of global networks. According to experts, over the past 25 years, domestic freight traffic in Western Europe has doubled. Within the EU, the formation of new transit highways is based on the Trans-European Transport Network (TEN).

The concept of its development is based on the principle of integration of different types of transport into a multimodal transport network, which, when expanded to the east, connects with the transport networks of third countries.

The priority direction of ITC development is the provision of transit cargo transportation, i.e. export of transport services. Transit states must create the necessary conditions for the movement of goods, guarantee targeted transportation.

The current practice of transporting goods abroad is associated with the growing expansion of traffic carried out by one freight forwarder from one control center and a single transport document (multimodal, intermodal, trans modal and other modes of transport).

With the globalization of freight forwarding services, controlling 2/3 of shipments (about 90% in aviation), unified international tariffs for transport services are being formed. Various international carriers are currently involved in the Ukrainian market of complex transportation: Interdean - Interconex (Austria), Corstjens WM (Netherlands), Voerman WM (Netherlands), AGS WM (France). Among the Ukrainians should be noted BM Trans, LAA Trans, Orlan Trans («Orlan Trans» group). Active participants linking international trade and transport and logistics complexes of foreign countries are export management companies and export trading companies (a kind of logistics intermediaries) Quite often, firms that intend to sell their goods in foreign markets do not have the necessary resources, so they use the services of companies that manage export operations (Export Management Companies).

This is a kind of international agent intermediary for companies within a particular country, whose functions are: receiving orders for customers' products, choosing the most profitable markets, distribution channels; implementation of measures to promote goods. They also deal with the transport part of the operation, prepare the necessary documentation, agree on transportation, provide storage facilities, carry out loading and unloading operations and other logistics functions. The functions of Export Trading Companies include finding foreign buyers and completing all export formalities, preparing documentation, providing transportation 61 within the country and abroad, and ensuring compliance with the requirements of foreign governments. These logistics intermediaries can buy exported goods, participate in other areas of international trade [2, p. 284].

Examples are large Japanese trading companies (sogo shosha), which combine all areas of international trade into a single entity, may include banks, shipping companies, warehousing facilities, as well as trade and national telecommunications networks. At the global level, the UN has a special working group to develop and maintain standards for electronic document exchange in finance, commerce and transport.

This set of standards is called UN / EDIFACT, which stands for Electronic Data Interchange for Administration, Commerce and Transport (electronic data exchange in administrative bodies, trade and transport).

The EDIFACT standard provides for three types of directories:

References to ISO standards (currency codes, country codes, units of measurement, modes of transport, terms of delivery, etc.);

EDIFACT reference books;

Directories of organizations authorized to create them.

The process of transportation benefits from the fact that it facilitates the preparation of cargo consignments for shipment, is determined in the shortest time the location of the goods, vehicle, container. At any section of intermodal transportation, the availability of cargo to be shipped, the location of the cargo and the exact time of its arrival at the destination are determined, significantly simplifying the procedures for planning, regulating, controlling and monitoring transportation. Achieved reduction in logistics costs by reducing the share of living labor and material costs associated with printing, mail, paper circulation procedures; reduction of telephone, telex and facsimile communications; reduction of administrative and transaction costs [1, p. 270].

It should be noted that the coordinating and integrating role in the international logistics system is played by logistics centers (terminals), which provide maintenance of ITC flows. International Transport Corridors (ITCs) are considered to be transport arteries that provide transportation of goods and passengers in the areas of their greatest concentration. The existence of ways to quickly, safely and profitably deliver goods from their places of production to markets, marked the beginning of trade as a separate type of human activity. Since the times of Kievan Rus, the territory "from the Vikings to the Greeks" (vertical axis) has passed through the territory of Ukraine, as well as the "Great Silk Road", which connected the cities of Western Europe with Central Asia, Mongolia and China (horizontal axis). The International Transport Corridor is a complex of land and water transport highways with appropriate infrastructure in a certain direction, including ancillary facilities, access roads, border crossings, service points, freight and passenger terminals, traffic management equipment, organizational and technical measures, legislative and regulations that ensure the carriage of goods and passengers at a level that meets the requirements of the European Community. The very concept of ITC provides fast and safe movement of passengers and cargo [3, p. 22].

The principle of equal interest is the main one for the creation and functioning of the ITC, when the received profit as a final result of activity is distributed in proportion to the partial contribution of each party. The creation of

the ITC is carried out by the method of new construction or by reconstruction of existing highways. The active development of ITC is closely connected with the globalization of the world economy, in particular with the relocation of industrial enterprises from Europe to Asia. The international network of transport corridors is defined by the Declarations of the First (1991, Prague), Second (1994, Crete) and Third (1997, Helsinki) PanEuropean Conferences on Transport.

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