

LOGISTICS ORGANIZED SHIPPING TRANSPORT-FORCEMENT FORMATION

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The main purpose of the transport-cargo complex was to create a distribution center combining transport, storage and sales functions, as well as all types of services related to these functions. In other words, all the advanced ideas of transport logistics were implemented in this system (in the 1960s, this term was not yet very popular), which ensured its stability in the market for many years. In addition, a completely new principle for that period - the operation of a complex of enterprises that complement each other and perform different tasks in one area at the same time.

On the one hand, taking into account the interests of transport product consumers, on the other hand, striving to increase the competitiveness of transport-cargo complexes (TCC), requires the application of logistics principles. It is known that the main principle of logistics is a systematic approach to the methodology of forming management decision-making processes necessary for its effective implementation. Before proceeding to the description of this methodology, it is necessary to mention that nowadays the functions of cargo processing points are variable. Such changes are taking place due to the use of transport services, not station-to-station, but "door-to-door" cargo delivery, container and combined cargo transportation, technological routes and other modern transportation methods.

Structural changes in the economic complex, the formation of new commercial structures and the development of entrepreneurship, the intensification of economic relations with neighboring countries and far abroad, the organization of cargo transportation in intercity and international routes, coordination between highway transport and local road transport that transports and transports goods. and requires increased consumer demands for interoperability. In this regard, the establishment of a complex transport-forwarding service system based on terminal technologies is of primary importance.

Creation of a comprehensive transport-forwarding service system requires a number of objective reasons, the most important of which are the following: the low level of development in the systems of terminals, cargo areas and warehouses in the area; irrational organization of transport-distribution system and delivery connections; insufficiently effective use of the moving part, low efficiency of loading and unloading operations; organizationally and economically, the parts of the transport infrastructure are separated from each other, the absence of integrated and coordinated activities of the

participants of the transport process in the transportation of material assets; inadequacy of the provision of the cargo movement system in the regions, as well as the insufficiency of the insurance system in the control of transport operations and cargo movement; transport infrastructure and its customers, as well as internal transport infrastructure and its constituent elements - highway transport (railway, road, river, air transport), supplier and transporter (road transport), warehouses, loading and unloading bases, transport expeditions the absence of a whole economic-legal system in the relations between

The situation that has arisen does not require individual improvements or improvements in the transportation process, but the formation of a principled new system that dramatically changes the technological processes in the movement of goods, the operation of the transport infrastructure. The main issues of creating a terminal system of cargo movement are as follows: increasing the efficiency of the regional transport and distribution system due to the introduction of terminal technologies of cargo movement, reduction of warehouse stocks in industrial and commercial enterprises, rationalization of transport delivery connections and acceleration of material flows based on a logistic approach; creation of cargo processing terminals and multimodal complexes that provide customers with a guaranteed complex of transport and forwarding services at the transport hubs of the region, reduce their warehouse space and their own vehicle fleets, and reduce production transport costs based on the rationalization of the transportation process; increasing the size of small batch loads in the terminals, on the basis of the non-stop operation of the terminals during the day, which requires many shifts (waiting for the opening of the warehouse and losing time), using low-tonnage vehicles in the transportation of small and medium batch loads due to the reduction of the circulation time of the motor trains working on the highways increase efficiency; reducing as much as possible the entry of re-loading vehicles and vehicles from other cities into the city limits; cargo in most of them is unloaded at the terminals, and the cargo to be sent out of the area is picked up from the same place, the cargo that needs to be delivered and picked up between the terminals and customers is transported according to a rational plan with a low-tonnage moving part; which reduces traffic intensity in the city and increases safety; it is necessary to improve the working conditions of drivers and moving parts on highways. The conditions for solving this issue are as follows: equipping the terminals with hotels, driver's rest rooms and kitchens; organization of zones for cars, trailers, semi-trailers and small-scale repair works in the territories of the terminals; organization of gas stations for stationary or mobile vehicles in the terminal area (or in its immediate vicinity); placing the dispatching points of the transport-expediting and loading of cars on the way and return routes in the terminals and improving the quality of transport services to customers.

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