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Transport Logistics Main Advantages and Disadvantages of Different Types of Transport

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Annotation: This article provides information on transport logistics, features, main purpose, its functions, tasks, organizational principles of transportation and types of transport.

Keywords: transport, transport logistics, rail, road, water, air, pipeline, speed of cargo, carrying capacity, reliability, frequency of transportation, availability of vehicles.

Introduction. Transport is the third leading sector of material production, which forms the material basis, influences the location of production, promotes the development of specialization and cooperation, as well as the development of integration processes.

All means of communication, transport enterprises and vehicles together form the global transport system. affected all types of transport: increased speed, increased load-carrying capacity, increased rolling stock. Containers, the emergence of underwater tunnels has significantly expanded the carrying capacity of various cargoes.[1-3]

The proportion of modes of transport varies in the transport systems of regions and individual worlds. Thus, the transport system has an industrially complex structure and is represented by all types of transport, including electronic. France, the United Kingdom and others are characterized by a high level of transport development. About 85% of the world's domestic freight traffic is accounted for by developed countries (excluding urban long-distance navigation). And in Western countries. In Europe, 25% of freight traffic is by rail, 40% by road, and the remaining 35% by inland waterways, sea (short) cabotage and pipelines.

Transport logistics is a functional subsystem of integrated logistics that addresses the organization and management of freight.

Transport is the process of moving material flow in space.

The following features are used to describe transport:

- speed of cargo movement;
- load carrying capacity;
- reliability;
- frequency of traffic;
- vehicle availability.

The main goal of transport logistics is to deliver the right quality and the right amount of the right product to the right customer at the right time, at the lowest cost. [1-8]

Transport logistics functions:

1. at the macro level:

1.1. movement of goods;

1.2. storage of goods ... This is done due to the deliberate choice of a slower method of transporting goods with limited space storage areas, as well as at the expense of direct short-term storage of goods in transport to avoid loading and unloading operations.

2. micro level:

2.1. development of transport logistics channels within the established conditions and taking into account other logistics costs;

2.2. market research and analysis of transport services (if a third party carrier);

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2.3. at the cost of tariff rates for transportation under the conditions established on the basis of optimal values calculated based on the selection of the carrier and negotiations, taking into account the remaining logistics costs (if there is a third party carrier);

2.4. planning the terms of delivery or transportation of the rolling stock (if there is a third party carrier);

2.5. tracking and directing the delivery of goods;

2.6. audit of transport operations and litigation.

Transport logistics functions:

- determination of mode of transport;
- Determining the type of vehicle;
- selection of transport service provider;
- joint planning of transport and warehousing processes;
- coordination of transport and loading operations;
- determination of optimal directions of delivery of goods;
- Determining the total cost of transportation of goods. [5-10]

Organizational principles of transportation:

1. Savings due to the volume of freight. The increase is achieved by reducing transportation costs per unit of freight. The larger the consignment, the lower the unit cost of the cargo. This is especially true for rail and water transport. This effect occurs when a constant component of transportation costs is distributed over the entire load;

2. Savings due to the duration of the route ... This is achieved by reducing the cost of transporting goods per unit of distance. The reasons are similar to the previous case.

Transport is the department of transporting people and goods of material production. In the structure of social production implies the production of transport material services.

Logistics operations, which are an important part of transport, are carried out by various means of transport on the way from the main source of raw materials to the final consumption. The cost of these operations is up to 50% of the total logistics cost.

According to the purpose, there are two main groups of transport: Public transport is a network that meets all the needs of the economy and the population's needs for freight and passenger transportation. Public transport serves the circulation and the population. It is often referred to as a backbone (in some systems, the backbone is the main, main line in the communication line system). The concept of public transport includes rail transport, water transport (sea and river), road, air transport and pipeline transport.

Non-state transport - intra-industrial transport, as well as all types of vehicles belonging to non-transport organizations.

The organization of transportation in non-state transport is the subject of study production logistics. The task of selecting distribution channels is solved in the field of distribution logistics. [18-24]

Thus, there are the following main types of transport:

- railway
- Inland waterway river
- machine
- air
- Pipeline

Each type of transport has its own characteristics in terms of logistics management, advantages and disadvantages that determine the possibility of its use in the logistics system. Different types of transport make up the transport complex. The transport complex of Russia is formed by legal entities and individuals - entrepreneurs engaged in transport and forwarding activities for the design, construction, repair and maintenance of all types of transport, railways; works related to the maintenance of roads and their structures, pipelines, shipping hydraulic structures, water and airways, research and training, enterprises producing vehicles included in the transport system, as well as organizations that carry out other work. transportation process work. Russia's TC is more than 160,000 km of main railways and access roads, 750,000 km of paved roads, 1.0 million km of sea transport lines, 101,000 km of inland waterways, and 800,000 km of airlines. These communications alone transport about 4.7 million tons of freight (as of 2000) on public transport every

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day, employ more than 4 million people, and account for about 9 percent of the country's GDP. . Thus, transport is the most important part of the infrastructure of the country's economy and the entire socio-industrial potential. [20-24]

The result. There are five main types of transportation: rail, road, water, air, and pipeline. The relative importance of each of them can be assessed by the length of roads, traffic volume, profitability and the content of traffic flows (composition of transported goods). Below, we review each transport type in detail based on these parameters.

To understand the role of each mode of transport, it will be useful to compare their revenue and traffic volume.

Tonnomil is a standard indicator of cargo turnover, which includes information on the volume of cargo flows (in tons) and the distance traveled (in national). The value of this indicator is obtained by multiplying the weight of the load on each trip by the length of the route. The figures show an increase in traffic in each mode and a relative increase in air and road transportation revenue per tonne of miles.

Railway network. Historically, the bulk of freight traffic on the continental United States has been by rail. In the United States, an extensive network of railroads connecting almost all towns and villages in the country emerged early; This explains why by the end of World War II, railroads were ahead of other modes of transportation in terms of ton-miles of intercity freight. This is because the railways provided economical transportation of large loads, offering a number of additional services, as a result of which they gained an almost monopoly position in the transport market. However, after the war, the rapid development of road transport, which was in serious competition with the railways, began, and the relative share of the latter in total transport revenues and total freight turnover began to decline.

In 1990, railways accounted for 37.4% of all intercity freight traffic, expressed in tons of miles. According to forecasts, in the 2000s, this type of transport should have entered with approximately the same market share. Such stabilization of the relative market share is an important achievement compared to the situation in 1947-1970, when railway transport declined sharply: in 1947 the share of rail freight turnover per ton-mile was 54.0%, in 1958. - already 39.2%, in 1980 - 36.4% and in 1992 - 37.0%. The decline in income was even more dramatic: from almost 40% in 1950 to 20.9% in 1982.

Railroads were once the longest transportation network in the United States, but they were replaced by highways that were widely built after World War II. In 1982, the country’s railroads were 165,000 miles, but by 1989, after the Staggers Railroad Act was passed, 148,000 miles had been reduced as a result of the liberalization of rail termination rules.

The importance of railways is still determined by their ability to transport large volumes of cargo over long distances efficiently and relatively cheaply. Rail transport is characterized by high fixed costs due to the high cost of railways, rolling stock, marshals, and depots. However, the variable portion of operating costs on railways is small. Switching from diesel to diesel locomotives has reduced variable costs per mile, and the introduction of electric locomotives will save even more. The new contracts with the unions allowed for a reduction in the number of employees, leading to an additional reduction in variable costs. [10-24]

Relatively recently, there has been a trend to specialize in railway transport. The bulk of freight turnover is provided to the railways by the export of mineral raw materials (coal, ore, etc.) from sources far from waterways. The ratio of fixed and variable costs in rail transport is such that intercity transportation is still profitable for it.

Over the past 50 years, U.S. railroads have lost market share to automobiles, water, and other types of freight. To counter this trend, some railways, such as Union Pacific (UP), have taken a number of initiatives to simplify management, improve operations, improve service quality, and reduce costs. UP, the second largest railroad company in the United States, began rebuilding in 1987 with the introduction of general quality management programs aimed at meeting customer needs, using resources efficiently, increasing profitability, and accelerating growth.

The company has been successful in adopting advanced technologies. An example is the merger of 160 regional customer service offices into a single national customer service center in St. Louis. The center processes 20,000 inquiries of various profiles every day - from ordering to product inquiries.

Another example of the company's innovation is the establishment of a new centralized dispatch center in Omaha. Located in 100-year-old warehouses, the center is equipped with the latest technology and

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integrates the activities of ten regional dispatch centers. Each wall of the dispatch center is equipped with a number of video screens the same length as the length of the football field, which allows you to monitor all stages of the work carried out in the area controlled by the dispatcher. Brightly colored displays provide information on the condition of trains and railways, the location of freight and repair crews. Computers and mobile phones are used to communicate between trains and the dispatch center. The dispatch center communicates directly with each driver, which allows the center's staff to be constantly informed of all issues and to manage traffic efficiently.[18-24]

Conclusion: Transport is the third most important sector of the world economy. All vehicles, businesses and communications make up the global transportation system. Land transport includes: road, rail, pipeline, as well as horse and pack types. Road transport is a leader in passenger and cargo transportation.

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