

MANPOWER ROLE IN TRANSPORT LOGISTICS IN GLOBALIZATION CONDITION

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Summary. In the conditions of economy globalization the international transport lanes, providing accelerated promotion of great substantial goods streams between the countries and continents on the basis of introduction of modern logistics technologies of cargo delivery are intensively formed.

Key words: transport, logistics, globalization, economic, intercargo.

INTRODUCTION

The basic signs of economy globalization are international trade expansion, activation of the migratory processes covering resource base of world production, strengthening of integration interaction of the countries.

In international transport lanes (ITL) goods gravitation zone great traffics are concentrated and the coordinated interaction of the various types of transport providing accelerated and qualitative transportations of cargoes with a high degree of service on the basis of uniform documentary based ones, the through rate of tariffs is carried out and at full responsibility of the forwarding agent (operator) for all transportation process.

ANALYSIS OF LAST RESEARCHING AND PUBLICATIONS

Recently development mainstream development and perfection of transport service in manufacturing sphere, distribution and production consumption abroad is the logistics. 25-30% of a total national product of leading foreign countries are connected with logistical systems, such, as the USA, Japan, the Great Britain, France, Germany. Industrial production and standard of living growth in these countries in 70-80th years are often connected with introduction in practice of principles of logistics [Arnold B. Maltz, James R. Giermanski, David Molinf 1996, INTERCARGO, 2010., INTERCARGO, 2005, Caren W. Currie 1996].

GOAL OF RESEARCHING

In article importance of application and the further development of logistical system is proved. Thus, improvement of professional skill of corresponding manpower - strategic problem in which the system of remote training substantially helps to solve, improvements of professional skill.

MATERIALS AND RESULTS OF RESEARCHING

Logistics consideration as the factor of increase of competitiveness assumes, that consequences of accepted decisions in the given area should be given into measurement in respect of their influence and functional expenses and for incomes from sales of the goods and services. In this connection the problem of finding away the control of costs and the indicators most correctly reflecting communication of logistics with the basic economic and financial indicators of firms is staticized.

As the logistics influences almost each aspect of the account of profits and losses of firms, therefore respective alterations in logistical strategy influence financial results of activity of firms and bring the mite in maintenance of their long-term viability. The firms which have taken as adopted logistical strategy, constantly analyze it. The profit and the invested capital are exposed to the careful analysis also to be convinced as peak efficiency of use of resources.

Experience testifies, that use of principles of logistics allows to reduce essentially the cost price of production at the expense of any decrease in "stocks" by delivery under the minute schedule of raw materials, the half-finished products, completing products, etc. to a bookmark place, to a workplace at the conveyor, during installation; reduction of expenses by packing and marks at the expense of use of a wide spectrum of kinds of containers and returnable container; reductions of terms of preselling preparation of the goods; use of the paperless documentation; decrease in expenses for installation and installation of the equipment at the expense of use of railway and automobile conveyors, ships with horizontal or dock loading and unloading (type vessels "ro-ro" and "ro-flow") [IMO 1996].

The considerable part of logic operations on a way of movement of a material stream from a primary source of raw materials before final consumption is carried out with application of various vehicles. Expenses for performance of these operations make to 50% from the sum of the general expenses for logistics.

The technologies of cargo transportation connected with concentration of transport streams and growth of container transportations on intermodal to transport lines, become a basis of a uniform global transport network of the XXI-st century and should be improved constantly.

Transport - branch of national economy which satisfies requirements of all branches of a national economy and the population as for transportations of cargoes and passengers [IMO 2004].

Transport is organically entered in industrial and trading processes. Therefore the transport component participates in setting of logistics problems. At the same time there is independent enough transport area of logistics in which the multidimensional coordination between participants of transport process can be considered beyond direct

communication with the interfaced is industrial - warehouse sites of movement of goods stream.

As problems of transport logistics first of all are referred the problems which decision strengthens coordination of actions of direct sites of transport process.

Logistics application in transport is the same as in manufacturing or trade, transforms counterparts of the competing parties into the partners, complementary with each other in transport process [Jankowski J., Bogdaniuk M. 2007; John L. Kent, Daniel J. Flint 1997].

The logistics as it was marked, is the uniform technics, technology, economy and planning. Accordingly, it is necessary to carry maintenance of technical and technological associativity of participants of transport process, the coordination of their economic interests, and also use of uniform systems of planning problems of transport logistics.

The aggravation of competitive situation in the transport market in the conditions of scientific and technical process in 60-80 years has demanded from agency and forwarding firms in close cooperation with industrial and transport agencies carrying out of the whole complex of the actions directed for perfection of management by their activity on the basis of use of electronic-computer facilities, and also the interconnected technical, organizational and commercial actions allowing most rationally to provide transportation of cargoes in concrete directions from the sender to the consignee. Thus, improvement of professional skill of corresponding manpower - strategic problem in which the system of remote training substantially helps to solve, improvements of professional skill.

These actions in large firms have poured out in new system of the organization and management of transport-technological systems (TTS) [Lloyd's List 2010; Lloyd's List 2008; Paul R. Murphy, James M. Daley 1995].

One of them represents close combination of daily operational practice in market conditions with research activity for creation or introduction of new methods of ways of cargoes processing, transfers goods being dared, goods accomplished as well as with other documentation, loan and designing of new kinds of packing, marks of cargoes and design of the goods which are meeting the requirements of safety, safety of using, transportation and demands of corresponding skill level of shots are referred different aspects of international logistics, which differs from inside logistics for example by papers exchange channel availability. A number of papers referred to international cargo shipping as a rule is great. Besides international logistic efficiency depends on currency exchange variations because these variations cause merchant flows change. Government of different countries try to influence to foreign trade particularly due to the fact that goods and services export favor currency economy, influences positively balance of trade of the country and national currency course. Governments may also act against import, inducing fees and other limits which are called sometimes non-tariff barriers. Governments subsidues development of national Merchant fleet and airlines [Douglas C. Long, Donald F. Wood 1995; Philip B. Senary, Tage Skjott-Larsen 1995].

International raw materials and substances supply supposes the search all round the world initial substances for a certain technological process.

As international logistic being complex type of activity, many companies refer to professional for rendering assistance in export and import bargain. As these foreign professionals are considered cargo forwarding agencies, carriers not in ships tonnage

possession (NVOCC), customs brokers, export packers and others [Arnold B. Maltz, James R. Giermanski, David Molinf 1996; Donald F. Wood, Anthony Barone, Paul Murphy, Daniel L. Wardlow 1995].

At last separate elements of forwarding process taking place in export goods forwarding are referred in the chapter. These are trans shipments to the port or air port loading on air craft board of the ship and goods shipping by sea. International goods substance stores maintenance problems are exposed in the chapter briefly.

So, for example, for constant directions of transportations and for the cargoes defining the basic turn of forwarding firm, COMPUTER programs are made, working under demands of certain personnel knowledge.

Forwarding firms personnel should provide economic and rational delivery of the goods (beginning from raw materials and finishing with finished article) in demanded quantity and in demanded terms. It has appeared possible when technical maintenance of computers communication of commodity producers with forwarding agents computers has been reached, and including use of telepace communications, an exchange between them is provided by electronic documentation and the information and acceptance by means of the COMPUTER of the general optimum operative decisions.

More important role in logistics will be held by electronic data interchange. It differs from traditional exchange of oral messages and document, EDI provides Computer data interchange between sellers and buyers. At present EDI in logistics is widely used for booking orders transferring and clients requirements handling for rendering services. EDI not only speeds up the process of handling orders but lessens mistake possibility [Caren W. Currie 1996; David G. Frentzel, Gary J. Sease 1996; Donald Skelton, Donald Thoma, Michael E. Walczak 1996].

Internet appearance has changed basically logistics activity, because new forms of business appeared and develop and this reliable and cheap all round the world network is being explored by logistics managers. Systems of scientific intellect will be widely spread in logistics operations, considering their high potential in orders and rendering services [Global Logistics Research Team at Michigan State University 1995].

Having been trained specially competent and having got corresponding education in the field of transport logistics, the personnel has an opportunity to use methods and conclusions of transport logistics as a control facility industrial and trading processes, intraindustrial inspection behind movement of raw materials, materials, finished articles.

From the end of 80th the experts problem in the field of transport logistics have started to become complicated: shipper of cargo transportations in the mixed message has started to be transformed to the forwarding agent-operator of the general distribution that includes direct participation in it and the bank financing all operation in its complex.

As the basis of corporate logistics the thought that each campaign, and in some cases and branches, it is expedient to separate taking into account the integrated planning manufacturing it is reasonable to separate manufacture and trade from distribution by transfer in full or in part logistics functions in hands of the specialized companies owning all completeness of accumulation, storage and information sale. To leave on the one hand calculation of requirements and resources, the equipment,

manufacture, the capital, shots, and with another to fix purchase of materials and energy carriers, storage and transportation, sales management, recycling and waste utilization.

During similar logistical problems decision forwarding and agency firms take up production functions of completion, profound processing of raw materials and half-finished products, distribution of its finished articles between consumers. For simplification and rationalization of these operations they carry out intermediate purchases and resale's of the goods and by that specialize on the centralized supplying activity.

Management of transportations – the typical logistical function directed on maintenance of productivity and efficiency of regular transportations of cargoes and passengers.

Application of logistics principles in practice became possible only at certain level of development of computer facilities, skill level of the personnel, its ability to accept, process and transfer the information. So, an integral part of all kinds of logistics is obligatory presence of logistical information stream (information logistics), including data about stream of the goods, their transfer, processing and ordering with the subsequent delivery of the ready information.

Thus, problems of managers, experts in the field of transport logistics have become complicated much more. New prospects in the field of the organization of the international transportations, opening in the conditions of globalization, demand knowledge and practice in various areas of the given science, ability to work with huge files of the information, and to be able to transfer it.

Shots are the important component of system of logistics. Shots are a potential of any organization, a source of increase of competitiveness of the enterprise in long-term prospect. The great value is given to their selection and preparation.

In the conditions of the market interest in improvement of professional skill of an available manpower is considered as the factor providing effective activity of firms – participants of process from manufacture before realization of finished goods and competitiveness of the enterprises participating in TTS.

CONCLUSIONS

In the last chapter are referred some problems which mostly will influence future development of logistics. It is supposed that these trends will change substantially logistics sphere. Fast growing trade and operations will take new shape. National companies will depend upon export and import at more full extent. Some companies will become multinational.

Services sphere extension is expected in the world. It means that the economical activity share concerning rendering services will increase and a share of economy connected with goods manufacturing will decrease. Logistics systems is required to be reorientated from substantial goods delivery for rendering services.

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РОЛЬ ТРУДОВЫХ РЕСУРСОВ В ТРАНСПОРТНОЙ ЛОГИСТИКЕ В УСЛОВИЯХ ГЛОБАЛИЗАЦИИ

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Аннотация. Приводится обзор проблем формирования международных транспортных коридоров, в условиях глобализации экономики, обеспечивающих ускоренное продвижение крупных товароматериальных потоков между странами и континентами, даются практические рекомендации внедрения современных логистических технологий доставки грузов.

Ключевые слова: транспорт, логистика, глобализация, экономика, международные перевозки.