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ПАТ «УКРЗАЛІЗНИЦЯ»**

**Тези доповідей
міжнародної науково-технічної конференції**

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Збірник містить тези доповідей науковців вищих навчальних закладів України та інших країн, підприємств транспортної та будівельної галузі за такими секціями: технології виготовлення та відновлення виробів транспортного призначення; проектування, виробництво та сервіс засобів транспорту; транспортні технології та логістика; проблеми безпеки на транспорті, в промисловості та інфраструктурі; захист довкілля, екологічна безпека та ресурсозберігаючі технології; забезпечення конкурентоспроможності підприємств транспорту і промисловості; інтеграційні процеси фінансово-економічного розвитку транспортної галузі.

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When making decisions, the hypothesis about the reliability and reliability of the information used to justify them is usually used. However, for many problems that are qualitatively new and non-repeating in nature, this assumption is either not known, or it cannot be proved at the time of taking the decision.

The main “information” difficulties arising in the development of complex solutions can be divided into groups:

- the initial statistical information - is often not sufficiently reliable, however, even with reliable historical data, it cannot always serve as a reliable basis for decision-making;

- some of the information is qualitative and difficult to quantify;

- in the practice of preparing solutions, there are often situations when the necessary information can be obtained, but at the time of taking a decision it is not available, because its receipt and processing are associated with a large expenditure of time and (or) means;

- there is a large group of factors that can influence the implementation of the solution in the future, but their impact cannot be accurately predicted;

- any scientific or technical idea contains the potential possibility of various schemes for its implementation, and any economic impact can lead to numerous outcomes.

Thus, for the perspective of the safe development of enterprises, it is necessary to apply new approaches to management. An example of such an approach is the debut-synergetic, which allows avoiding conflict situations at the initial stages of taking a management decision, at the final stages - to achieve a synergistic effect.

[1] Мулен Э. Теория игр с примерами из математической экономики: Пер. с франц.—М.: Мир, 1985.—200 с, ил.

[2] Шумпетер Й. А. Теория экономического развития. Пер. с англ. - М.: Прогресс, 1982. — 400 с.

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ACTUALITY OF CREATION OF INTEGRATED TRANSPORT AND LOGISTIC SYSTEMS OF CARGO TRANSPORTATION FOR ENSURING COMPETITIVENESS OF TRANSPORT ENTERPRISES

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Trends in the development of the world economy are characterized by processes of internationalization, globalization and the universalization of economic processes, which causes the interdependence of the economies of individual states, causes structural changes in the world economy system and is accompanied by a recession amid growing economic crises. The above factors cause the need to transform the national Ukrainian economy to ensure the effective development of the country as a whole, its regions and sectors of the national economy. The development of foreign economic relations is a necessary condition for increasing the competitiveness of the national economy.

In dynamically changing market conditions, with increasing competition, business entities, including the transport industry, are looking for new approaches to the organization of business processes. Creation of integrated transport and logistics cargo transportation systems implies the development of integration ties with potential partners, which may be today's competitors. The generality of the commercial interests of the participants in the logistic transport chain of cargo delivery ensures the possibility of their functional integration. This allows you to increase profits and reduce the costs of all types of resources of each participant in the process of commodity circulation. The essence of logistical integration is the possibility of effective cooperation of individual subjects of the transport market in order to achieve specific common and private goals. Creation and development of such integrated transport and logistics delivery systems with simultaneous consolidation of resources and capabilities of all its participants should contribute to the formation of lasting long-term competitive advantages, determine the list of transport and related services offered to the clientele, quickly adapt the range of these services to market conditions at the level of strategy and tactics, provide economic stability and the ability to continuously operate and meet the need her clients in the transport of goods.

The results of joint activities should confirm mutual advantage of cooperation and realize the principle of synergistic effect.

The concepts of managing integrated business structures were developed by domestic scientists [1-4], theoretical and applied aspects of management and the creation of integrated business structures in the transport sector are presented in [5-8].

However, many unresolved problems, which concern the formation and effective functioning of integrated transport and logistics systems, have determined the relevance of the research topic.

The object of the study is the process of creation and effective management of integrated transport-logistic cargo delivery systems.

The subject of the study is the conceptual, theoretical, methodological and practical basis for the management of integrated transport and logistics cargo delivery systems, taking into account changes in their external and internal environment, mechanisms and tools for the formation and development of transport and logistics systems.

In countries that are leaders of the world economy, a leading role is played not by individual enterprises, but by their integrated structures, which are viewed as a composition of resources and competencies. Formation and development of integrated structures in the transport sector is characterized by multi-vector, contradictory, active search for optimal functioning mechanisms, requires the development of a theory and methodology of management, the formation of a balanced (normalized) development of enterprises - subjects of an integrated transport and logistics system, the development of leverage and management tools. There is a mechanism for managing integrated transport and logistics systems that are able to improve.

The process of integration should be considered as a component of institutional changes, which are implemented by making a decision about the beginning of integration and when choosing forms and ways of forming institutions.

A retrospective analysis of the macroeconomic indicators of the Ukrainian economy and transport enterprises demonstrated that, due to a reduction in the output of domestic

industrial products, a deterioration in the market situation, an increase in the inflation rate of the national currency, a loss of part of the transit freight flows, a complex socio-political situation, an unbalanced cost structure of various modes of transport and other. The incomes of the transport industry have significantly decreased and the quality of services. The development and realization of the potential of the transport sector should become an important link in the strategy of the state and ensure national economic security.

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ECO-FRIENDLY BEHAVIOR OF LOCAL POPULATION, TOURISTS AND COMPANIES AS A FACTOR OF SUSTAINABLE TOURISM DEVELOPMENT

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Environmental protection today are not only the key to the implementation of sustainable development of society, but also the essential factor survival of manhood. Deforestation, destruction of the biosphere, exploitation of natural resources, harmful emissions, waste products and refuse of consumption disrupt the ecological and energy balance of the planet and lead to global climate change on the Earth, which every year becomes more tangible. The UN [1], published data that should draw the attention of the public and state bodies to the solution of problems of environmental protection.

While 3.5 billion people depend on oceans as a source of food yet oceans are used as waste and waste water dumps. Annually 4.8 to 12.7 million tones of plastic waste enters the ocean every year from inadequate waste management: over 80 per cent of the world's wastewater is released to the environment without treatment, 57 million years of