

will prevent intercity transit through the city center. International and national highways that currently pass through the historical center should be relocated to the III and IV rings, ensuring fast transit traffic.

The proposed recommendations for the development of an optimal parking network in Lviv are possible under the condition of transforming the functional-planning structure, optimizing ring roads, and functionally decentralizing the historical city center. It requires the development of high-mobility and high-capacity public transport modes such as trams and urban railways. Considering the threshold values, the development of new parking facilities is advisable primarily on the outskirts of the city. Volumetric and spatial solutions for garage design in the historical area of the city should take into account the proximity to valuable architectural heritage sites. The implementation of the parking network model in Lviv should be phased and fully achievable by adjusting the Ukrainian regulatory framework.

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THE HISTORY OF THE DEVELOPMENT OF LOGISTICS

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The concept of logistics has a long history. The word "Logistics" is Greek in origin. In ancient Athens there was a special position - "logistics", to which they were annually appointed by lot and their duties included checking reports of other officials.

In ancient Rome, logisticians were officials who performed administrative and religious functions. At the time of the Byzantine emperor Leo VI (866-912), logistics was defined as the art of supplying the army and controlling its movements. The German researcher, Professor G. Pavellek noted that the purpose of the logistics in the Byzantine Empire was to "pay the army's salary, properly arm and distribute it, and take care of its needs in a timely manner, that is, to direct the movement and distribution of its own armed forces".

The principles of logistics were widely developed in the years of the Second World War in the field of logistics of the American army. A clear interaction of the military industry, logistics and front supply bases, and transport allowed us to provide the army with weapons, fuel and lubricants and foodstuffs in a timely manner and in the supply and marketing activities of civilian enterprises.

Logistics received great development in the 60-70s in Japan, where its methods were used in the development and implementation of complex production systems, and by 1980 methods of physical distribution of material flows were optimized. At the end of the 20th century, logistics science emerges as an economic direction, which includes procurement, production, marketing, transport, information logistics, etc. Each of these areas of human activity is sufficiently studied, but the novelty of the logistics approach is to integrate the listed areas of activity to achieve the desired result with minimal time, material resources and financial resources by creating the most optimal end-to-end management of all types of flows. Thus, logistics is designed to meet the needs of consumers to the maximum. In 1992, at the International Symposium of the European Logistics Association in Stockholm, it was noted that there is no generally accepted definition of the term logistics.

Since, logistics unites such spheres of economic activity as: logistics of supply, production, sales, transport, etc., in this connection, under logistics we will consider: the science of planning, control and management of transportation, warehousing and

other tangible and intangible operations carried out in the process of bringing raw materials and materials to the production plant, in-house processing of raw materials, materials and semi-finished products and bringing the finished product to the consumer in accordance interests and requirements of the latter, as well as the transfer, storage and processing of relevant information. (Rodnikov A.N. Terminology Dictionary. 2000.). Prerequisites for the development of logistics).

A necessary condition for the development of domestic logistics was the elimination of the economic prerequisites for the reproduction of monopolistic tendencies. Let us note the main reasons why, since the mid-60s, in economically developed countries there has been a sharp increase in interest in the logistic idea.

The first reason is the development of competition caused by the transition from the seller's market to the buyer's market. The competitiveness of the entities applying the logistics was ensured by drastically reducing the cost of goods, improving the reliability and quality of supplies (regulated deadlines, the absence of marriage, the possibility of splitting lots, etc.).

The second reason explaining the need to use logistics in the economy is the energy crisis of the 1970s. Rising energy prices forced entrepreneurs to look for methods to improve the efficiency of transportation. Moreover, it is impossible to effectively solve this problem only by rationalizing the work of transport. Here coordinated actions of all participants of the cumulative logistic process are necessary. The possibility of applying logistics in the economy is due to the modern achievements of scientific and technological progress (NTP) in the areas of production and circulation. As a result, NTPs create and begin to use various means of labor to work with material and information flows. It is possible to use equipment that meets the specific conditions of logistic processes. In this case, the key to the development of logistics is the computerization of the management of logistics processes. The creation and mass use of computer technology, the emergence of standards for the transfer of information ensured the powerful development of information systems, both at the level of individual enterprises and covering large areas. It has become possible to monitor all phases of product movement - from the primary source of raw materials

through all intermediate production, storage and transport processes up to the final consumer. Thus, logistics is a relatively young and booming science. Many issues related to its conceptual apparatus and terminology are constantly being refined and changed, being filled with new content.

Logistics is a special field of activity that studies the totality of material, transport, financial, monetary, labor, information and other flows, through which interaction between the objects of this system is carried out. The need to search for new sources of increasing the competitiveness of firms and their relative exhaustion within the company itself has led to the expansion of the area for finding reserves, their search not only in the company's divisions (both production and non-production), but also abroad. In addition, the idea arose to optimize not the individual components of the production-commercial process, but their combination. It is about the optimal use of the entire resource potential of the company. Logistics allows economic entities to formulate an effective policy strategy to ensure their competitive advantage based not on abstract market orientation, but on targeting a particular consumer. In this case, logical thinking involves a much wider range of issues than just managing the physical distribution of products. To make a qualified decision that enhances the competitiveness of a company in a market confrontation, it is necessary at the research level of operations that represent the calculated basis of the decision to be taken, to formalize as much information as possible, adequately describing both the company and the surrounding external environment. The achievement of these goals is served by logistics, which marks the transition from a descriptively empirical to an abstract-theoretical level of research. Logistics is closely related to economic cybernetics and econometrics. First found in military applications, it is widely used in industry, logistics, trade, transport, banking, services, utilities and other areas of a market economy. The main idea of logistics is to consider all stages of production (extraction of raw materials, the receipt of materials, products, production of final products), transportation and sales as a single and continuous process of transformation and movement of the product of labor and related information. From the point of view of logistics, such areas of improvement of the production process as the division of labor,

the deepening of specialization and co-production, its robotization, the introduction of flexible production systems, the emergence of resource-saving technologies, the development of modern means of information transfer are of particular importance.

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THE MAIN FEATURES OF AIRLINE LOGISTICS

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Planning and organization of air transportation is applied particularly due to the international nature of this transport, when typically great distances have to be overcome meeting the economic and physiological requirements, asking for fast, convenient and safe services. It raises the need for unification of the basic requirements and regulations for the establishment and operation of an air carrier, air traffic control, passenger check-in, construction and operation of airports and other aviation related activities.

Logistics technology include aviation in the planning, organization, administrative control and enforcement operations in air cargo supply chain. These individual components are connected to the carriage of cargo in collaboration with intermediaries of air freight, airports, airlines and air traffic services. Logistics technology based on the interaction of among the various subsystems of the logistics chain.

The most commonly used logistics technologies Logistics technologies are used in most of these concepts:

The concept of "Just in Time" (JIT) - (just in time delivery), means radical reduction of storage and inventory by exactly functioning transport. A system based on