

non-compliance of drivers' actions with the requirements of sections 8, 10, 12, 16, 18 of the Rules of the Road of Ukraine leads to accidents with the most serious consequences for the life and health of road users.

Thus, when developing the State Program for Improving Road Safety in Ukraine for the period after 2020, it is first necessary to focus on measures aimed at ensuring compliance with traffic rules by drivers. Namely, to ensure that drivers comply with the requirements of paragraphs 8, 10, 12, 16, 18 of the Rules of the Road of Ukraine.

Conclusions and suggestions. From the point of view of a forensic expert, the main causes of road accidents with victims and dead were analyzed. It was also suggested to focus on measures aimed at ensuring compliance with traffic rules (requirements of paragraphs 8, 10, 12, 16, 18) by drivers, in developing the State Program to improve road safety in Ukraine for the period after 2020.

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#### **MARITIME TRANSPORT MANAGEMENT**

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Maritime transport is an important factor of economic development of every maritime country. Its basic task is providing shipping services, meaning that they may as well be considered as the product of the shipping economic activity.

Regarding the current marine shipping crisis, the key to success of every shipping organization, region and maritime country lies in efficiency and safety of its maritime shipping services. These are determined by the high-quality management of maritime shipping as one of the subsystem of transport as a whole.

Nowadays, severe competition between shipping companies in the world shipping market makes shipping services a key to their existence and future development. Special emphasis should be placed on service safety and safe navigation in general and good management of the same, resulting in considerable reduction of the number of maritime accidents in recent years, protection of human lives and preservation of marine natural resources.

## 1 SYSTEMATIC ASPECTS OF MARITIME TRANSPORTATIONS

Maritime transport involves transport of passengers or goods by sea, which is often called shipping trade (seaborne), which can be passenger and cargo shipping. Theoretically speaking, cargo shipping is a very broad term assuming various modes of employment of cargo ships. There are several types of cargo shipping:

1. tramp
2. liner
3. specialized shipping.

Each of these types of cargo shipping operates in accordance with their operational processes and control procedures, which are managed and controlled by quality management of shipping companies, and supervised by the competent state institutions and international organizations for control of maritime navigation.

Maritime transport involves the physical transport of cargoes from an area of supply to an area of demand for certain types of goods, together with all the activities required to support and facilitate such transport.

However, the realization of shipping services involves a number of commercial activities, the existence of appropriate infrastructure, procedures for shipping operations, organizational management systems such as enterprise resource planning or information system which integrates all operations and applications within a shipping company or organization. The efficiency of shipping services is determined by the ratio of supply and demand on the shipping market and managerial maritime transport uses market mechanisms in the regulations of supply and demand relationship.

## 2 EFFICIENCY AND QUALITY OF SHIPPING SERVICES

Maritime transport naturally represents service industry which should be able to provide quality service to passengers and goods, and moreover, it should stand for the basis of every shipping company on a competitive and variable shipping market. Therefore, the quality, efficiency and safety are the most important factors in terms of maritime transport.

Quality shipping services can be viewed through several dimensions:

1. Reliability
2. Frequency
3. Speed
4. Price
5. Confidence
6. Perceptibility
7. Affability
8. Identification

**CONCLUSION** Maritime transport is an economic activity exposed to strong competition, which is constantly forcing shipping companies to improve their services, and develop and modernize their fleet. In doing so, a clear strategy within the shipping company system and a system of a maritime country, based on the functional management and logistic concept should give the best results as regards

the efficiency and safety of its services. In other words, the quality and safety are fundamental requirements maritime shipping users.

## **WARTIME LOGISTICS: PROBLEMS OF UKRAINIAN EXPORTS REMAIN UNRESOLVED**

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Ports blockade leads to systemic and long-term problems for Ukrainian goods exports. In peacetime, about 75% of Ukraine's foreign trade was shipped via ports. Under the blockade (and unclear prospect of unblocking) of seaports, Ukrainian companies start developing new logistics routes. A number of companies can transport products by road, but they face the challenges to buy fuel and cross the border. Such cargoes as grain, iron ore and some metal products cannot be transported only by road, although grain producers actively use road transport.

The main thing is the price for the country. Ukraine loses \$170 million daily due to the blockade of ports. According to the Dragon Capital investment company, in 2022 Ukraine's GDP will collapse by 30% if the war continues until the end of the year, and by 22-25% if a truce achieved and ports opened. What is the way out of this situation, and how can Ukraine save at least part of its exports?

Ports situation The situation in Ukraine's ports is depressing. Seaports "Mariupol", "Berdyansk", "Skadovsk" and "Kherson", which are located in the temporarily occupied territory, are closed. Also, Ukraine cannot use the Dnipro river logistics, since the Kakhovka reservoir has been captured. Other ports, although not occupied, are completely blocked by the Russian Navy and mine danger.

Even the full load of the working Danube ports – Ust-Danubsky, Izmail and Reni – cannot be considered a way out of this situation. In April these ports almost quadrupled their cargo transshipment compared to February, to 850,000 tons, but their capacities are small (they can provide exports or imports of no more than 10% of the peacetime turnover). Transshipment is limited on the European side, and the railway infrastructure is under constant missile threat from the Russian Federation, while only Reni and Izmail ports have railway connections. The Ministry of Infrastructure believes Danube ports transshipment can rise up to 1 million tons per month.

Earlier, the International Maritime Organization (IMO) and Ukrainian business proposed creating safe corridors to unblock ports, which would require the involvement of the UN and the countries of the Black Sea basin. However, the situation has not changed in any way. Everything depends on the security situation and the will of the Russian Federation. According to UN estimates, if the blockade of Ukrainian seaports continues, some poor countries will inevitably face food shortages.

The key logistical artery of Ukraine remains the railway, but it will not be able to immediately take out everything that passed through the ports. According to the GMK Center, the average share of exports in Ukrainian seaports is 77.1%. For