

- MobiDel allows you to keep track of customers, warehouses, points of sale of goods and couriers, distribute orders among couriers.
- Courier Service 2008 is a system for complex automation of courier delivery service.
- Fast Operator includes call center operation, cooking, courier and logistics services, provides detailed marketing and customer analysis.
- Run CRM allows you to quickly distribute tasks among couriers, choosing the optimal routes, control couriers, delivery process and even financial transactions.

Thus, in the context of modern globalization, which has been exacerbated by the spread of SARS-CoV-2 coronavirus and the resulting global financial crisis in 2020, the importance of developing, practicing, and supporting such economic activities as e-commerce has become clear. And so it becomes a question of scientific substantiation of the cost of address delivery and under what conditions it is possible to organize free delivery in general.

DEVELOPMENT OF AUTOMOBILE INDUSTRY

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The automotive industry is crucial for Europe's prosperity. The automotive sector provides direct and indirect jobs to 13.8 million Europeans, representing 6.1% of total EU employment. 2.6 million people work in direct manufacturing of motor vehicles, representing 8.5 % of EU employment in manufacturing. The EU is among the world's biggest producers of motor vehicles and the sector represents the largest private investor in research and development (R&D). To strengthen the competitiveness of the EU automotive industry and preserve its global technological leadership, the European Commission supports global technological harmonisation and provides funding for R&D.

The history of the automobile industry, though brief compared with that of many other industries, has exceptional interest because of its effects on history from the 20th century. Although the automobile originated in Europe in the late 19th century, the United States completely dominated the world industry for the first half of the 20th century through the invention of mass production techniques. In the second half of the century the situation altered sharply as western European countries and Japan became major producers and exporters.

Although steam-powered road vehicles were produced earlier, the origins of the automotive industry are rooted in the development of the gasoline engine in the 1860s and '70s, principally in France and Germany. By the beginning of the 20th century, German and French manufacturers had been joined by British, Italian, and American makers.

Most early automobile companies were small shops, hundreds of which each produced a few handmade cars, and nearly all of which abandoned the business soon after going into it. The handful that survived into the era of large-scale production

had certain characteristics in common. First, they fell into one of three well-defined categories: they were makers of bicycles, such as Opel in Germany and Morris in Great Britain; builders of horse-drawn vehicles, such as Durant and Studebaker in the United States; or, most frequently, machinery manufacturers. The kinds of machinery included stationary gas engines (Daimler of Germany, Lanchester of Britain, Olds of the United States), marine engines (Vauxhall of Britain), machine tools (Leland of the United States), sheep-shearing machinery (Wolseley of Britain), washing machines (Peerless of the United States), sewing machines (White of the United States), and woodworking and milling machinery (Panhard and Levassor of France). One American company, Pierce, made birdcages, and another, Buick, made plumbing fixtures, including the first enameled cast-iron bathtub. Two notable exceptions to the general pattern were Rolls-Royce in Britain and Ford in the United States, both of which were founded as carmakers by partners who combined engineering talent and business skill.

During the first few years of the twentieth century, automobiles had a fairly limited audience. Because they were expensive and time consuming to produce, most cars were too costly for the general public. However, between 1904 and 1908, 241 different firms began producing cars aimed at the American consumer. In 1908, Ford Motor Company created the Model T, the first car aggressively marketed to the average family. By widening the sales base for the automobile, Ford did a great deal to create an industry for cars and car products.

The 20s were a time of great growth for the auto industry, as more and more consumers bought their first cars. The Chrysler Corporation was started in 1925, and many other small car companies began during this decade. By 1929, the year of the stock market crash that began the Great Depression, car companies were producing and selling 5.3 million vehicles a year.

World War II helped the American economy emerge from the Great Depression, and prompted growth in the auto industry. The government shut down all the major car factories in 1942 and converted existing stock for use by the armed services.

After World War II there was a striking expansion of motor vehicle production. During a 35-year period the total world output increased almost 10-fold. The most significant feature of this increase was that most of it occurred outside the United States. Although American production continued to grow, its share of world automotive production fell from about 80 percent of the total to 20 percent. Among individual countries the United States was the leading producer until the recession of the early 1980s. In 1980 Japan, which had had little automotive manufacturing before the war, became the leading producer, with the European Economic Community (EEC) ranking second. The United States regained the lead in vehicle production in 1994, since by that time Japanese manufacturers were building more of their products in factories in their major overseas markets, such as the United States, in response to economic and political pressures in those markets. However, in the early 21st century, China became the leading manufacturer of cars.

In the 1960s, the auto industry focused on making safer vehicles. In 1964, Studebaker-Packard was the first company to introduce seat belts as standard equipment on all of its vehicles. In addition to safety, car buyers of this era expected vehicles to be powerful and spacious, and fuel economy was not a major concern.

During this decade Sport Utility Vehicles (SUV) became incredibly popular. Stable gas prices in from the 1980s led consumers to worry less about the use of resources for these larger, four-wheel-drive vehicles. While customers weren't overly concerned with environmental concerns, governments were. In the late 1990s the first hybrid cars were manufactured with both a small gas engine and an electric motor.

By 2005, 80 percent of global production came from 11 countries, representing a widening of the playing field and a significant growth in global competition. During the first few years of the new millennium, car companies catered to consumers who expected powerful vehicles. The sport utility vehicle (SUV) was king, and it was easy for consumers to obtain credit to purchase one of these expensive automobiles.

The modern automotive industry is huge. In the United States it is the largest single manufacturing enterprise in terms of total value of products, value added by manufacture, and number of wage earners employed. One of every six American businesses is dependent on the manufacture, distribution, servicing, or use of motor vehicles; sales and receipts of automotive firms represent more than one-fifth of the country's wholesale business and more than one-fourth of its retail trade. For other countries these proportions are somewhat smaller, but Japan, South Korea, and the countries of western Europe have been rapidly approaching the level in the United States.

Since 2010 the auto industry has been recovering from its past losses after a major economic downturn quickly. The industry saw its best year since 2007 in 2013 with more sales and jobs each year. Drivers now have more options on types of vehicles and add-on luxuries than ever before. Fuel-efficient and sustainable automobiles are popular, and self-directed vehicles and those with internet connected services are rising in popularity. You can expect to see exponential growth in the global market for high-tech vehicle components in the coming years.

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ROAD TRAFFIC ACCIDENTS AND WAYS TO PREVENT THEM

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Every year the lives of approximately 1.3 million people are cut short as a result of road traffic crashes. Between 20 and 50 million more people suffer non-fatal injuries, with many incurring a disability as a result of their injuries. Road traffic