

number of tasks, including the implementation of adaptive and dynamic management, statistical data collection, accident detection and more.

LITERATURE

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PECULIARITIES OF LOGISTICS INTERMEDIARY SELECTION CRITERIA

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The choice of logistics intermediaries, including logistics operators, can be considered as a private task of supplier selection. The peculiarity of this task consists in the formation of such a set of indicators (criteria) that would correspond as much as possible to the specifics of the specific functions or processes that are transferred to the "third party".

The choice of a logistics intermediary as a service provider depends directly on the list of logistics functions transferred to the intermediary and the scale of cargo flows under given constraints, which are determined by the objectives of the firm's logistics strategy or factors in the surrounding macroeconomic and microeconomic environment. A considerable number of indicators for evaluating the performance of possible suppliers must also be taken into account. Each company, when transferring logistics functions to an intermediary, considers it best to contract only one intermediary providing the whole range of services, including warehousing, which will ensure the best coordination and management of cargo flows and reduce transaction costs. However, as domestic practice shows, the choice of logistics intermediaries depends on the quality of provision of a number of services. In fact, all services must be at the highest level. Naturally, the set of indicators in this case will be different. In order to determine the maximum set of indicators for the selection of an intermediary with a full range of services, it makes sense to consider the set of all indicators of the services provided by specialized intermediaries. This will create a more comprehensive set of indicators and thus provide a more accurate assessment of potential options.

The greatest experience in evaluation and selection of service providers is gained in the transport services market, as it has a longer history (both in foreign and domestic practice) than the warehousing services market. The choice of a freight forwarding service provider is made on the basis of one or a system of criteria, taking into account the constraints set by the company selecting the provider. Restrictions are closely related to the type of company's activity and external business environment. For example, in the distribution system such constraints may be the

time of delivery of finished products, transportation costs, cargo safety, dislocation of chain links where storage or transshipment of cargo to another mode of transport is performed, etc.

Some experts (Johnson, Wood, Wardlow, Murphy, 2004; Corporate Logistics, 2004) identify 22 key indicators when selecting a carrier. Nine of them are considered the most important:

- Rates or costs of door-to-door delivery;
- statistics of losses and damages during cargo transportation;
- claims statistics;
- compliance with delivery deadlines;
- experience in negotiating changes in tariff rates;
- monitoring of cargo movement;
- door-to-door delivery time;
- quality of service when delivering small consignments;
- unified service chain and proper equipment.

When selecting a carrier, the customer of the service is (almost always) the shipper, but the key quality indicators should meet the requirements of the consignee.

To the list of main indicators and criteria for carrier selection, various authors (Johnson, Wood, Wardlow, Murphy, 2004; Bauer-Sox, Kloss, 2001; Firon Lindere, 1999) consider it necessary to add transportation costs, delivery time, reliability, technical and service capabilities, availability and safety. Here, for example, are the criteria for selecting road carriers:

- qualification of the dispatching personnel;
- Timeliness of pickup;
- timeliness of delivery;
- competitiveness of tariffs;
- the accuracy of the invoices;
- assistance of the carrier in claims handling;
- Prompt action on claims;
- drivers' qualifications;
- stability (reliability) of cargo delivery;
- Stability in meeting delivery times.

As practice shows, when choosing a logistics intermediary, the most difficult task is to choose intermediaries that provide warehousing and warehousing services.

When the number of criteria is small (two or three), the task of comparing two options is simple enough. With a large number of criteria, the efficiency of the solution increases, but the task sometimes becomes very complicated and requires more resources, including time. That is why with a large number of criteria it makes sense to systematize indicators. Indicators that have similar value can be combined into groups.

In a nutshell, all indicators that influence the choice of a contractor can be reduced to three main positions: price, quality and level of service (reliability). Practically it is possible to stop on these three evaluation criteria (often it is enough),

but for more reliable result it is necessary to take into account a number of other factors, which depend on the adopted logistics strategy of the company.

THE HISTORY OF THE DEVELOPMENT OF TRANSPORT LOGISTICS

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In general, logistics refers to coordinating the movement of a large, complex group of people, supplies, operations, facilities, equipment, etc. While today we may equate logistics with delivery services like UPS and FedEx, historically logistics was most applicable to the movement of armies.

Transport logistics is a system for organizing delivery, namely, for moving any material objects, substances, etc. from one point to another along the optimal route. One of the fundamental areas of science about the management of information and material flows in the process of movement of goods.

It is considered both the delivery of the product to customers by private vehicles, and cooperation with a large logistics company that transports around the world.

The main goal of transport logistics is to transport any cargo from point A to point B with the best value for money. The most suitable modes of transport, routes, speed of transportation should be chosen, as well as damage to the cargo should be minimized. Sometimes it is better to choose a more expensive and longer option to avoid damage to the goods.

The concept of logistics has a long history. In ancient Athens, there was a special position - "logistician", his responsibilities included checking the reports of officials. In ancient Rome, logisticians were officials who performed administrative and religious functions. During the reign of the Byzantine emperor Leo VI (866-912 gg.) Logistics was defined as the supply of the army and the management of its movements. German researcher Professor G. Pawellek noted that the purpose of logistics in the Byzantine Empire was "to pay the army, properly arm and distribute it, timely and fully take care of its needs, that is, to control the movement and distribution of its own armed forces."

In 1884, the American Naval Institute introduced the concept of "logistics" for navigation.

In 1904, at the Philosophical Congress in Geneva, the definition of logistics as mathematical logic was approved.

The principles of logistics were widely developed during the Second World War in the field of logistics of the army. Clear interaction of the military industry, rear and front supply bases, transport allowed in a timely manner and in the necessary quantities to provide the army with weapons, fuel and lubricants and food, as well as in the supply and marketing activities of civilian enterprises.

Therefore, in many Western countries, logistics has gradually begun to move from the military to the sphere of economic practice. Initially, it took shape as a new