

Lviv became the first city on the territory of modern Ukraine in which a tram appeared. It happened in 1880. And today, Lviv remains the only city in Western Ukraine where this type of transport operates. Initially, it was horse-drawn, since 1894 it was replaced by electric traction. And in the 21st century, it remains one of the main modes of transport in the city of Leva.

The Kyiv tram became the first in Ukraine to receive electric traction. It was an event not only for Ukraine - it was also the first for the then Russian Empire, and in general it became the third in Central Europe according to this indicator after Budapest and Prague. It happened in 1892. It was the result of very pragmatic circumstances.

A year earlier, the first horse-drawn tram line was opened, but due to the hilly terrain of Kyiv, the horses could not withstand the load - it was very expensive to go up from Podil and back down, the second horse had to be changed often. The then owner of Kyiv trams, Amand Struve, issued a decision for his business, and already on June 18, 1892, the first electric transport was operational in the city.

The total length of tram routes in the city of Odesa is 313.5 kilometers. Today it is the longest system in the country. The first of these routes was opened back in 1882, which makes it one of the first in terms of age on the territory of modern Ukraine.

Another interesting feature is connected with Odessa - local tram drivers from Odessa are traditionally called whatmans [3].

References:

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FREIGHT TRANSPORTATION IN UKRAINE 2022-2023

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After February 24, air and sea logistics in Ukraine simply ceased to exist as an industry. Two other types of transportation remained: road and rail. But there are problems with them as well.

Due to constant enemy rocket attacks, important transportation routes, especially bridges, are always in danger. Due to rolling blackouts and constant power shortages, most long-distance trains have been replaced by steam locomotives. Some cargo can simply spoil without maintaining the proper temperature. We were limited by almost 50% in cargo logistics.

After the invasion, a large number of specialists went abroad or to the west of Ukraine, and important logistics centers such as Mykolaiv, Dnipro, Kharkiv, and Zaporizhzhia are still experiencing this shortage. The closer we get to war, the fewer companies and employees are willing to work. Many companies find it easier to close down or move to "calm" regions of our country. With the outbreak of a full-scale war, logistics in Ukraine has changed dramatically [1].

The shipment of commercial goods has virtually stopped, with only humanitarian and military cargo being transported. There is an acute shortage of drivers - half of them are at war, and some do not risk going to hot spots. In addition, air and sea transportation is not working, and rail transportation is unstable. Ukraine is part of the civilized world and integrated into global trade, and the war is distancing us from the logistics global agglomeration.

Ukraine is an integral part of the economic and logistics network. Multinational companies have their own branches and warehouses on our territory. Regional managers and lower-level employees are hired from among Ukrainian citizens. It is Ukraine that has been the food base for the last 300 years, and the infrastructure has been created and optimized for large volumes of cargo of various categories and sizes. Infrastructure, like any system, requires constant improvements, optimization solutions and innovations. Who else but Ukrainians can support, coordinate and manage transportation, infrastructure and economic operations in Ukraine? It is worth noting that due to martial law and restrictions on civilians, a large number of brokers, entrepreneurs, sailors, drivers, and other logistics workers are out of work. Laws and time must change [2].

In order to bring back specialists or attract fresh talent, each company must revise its policies or create comfortable and safe conditions for employees. For

example, to provide drivers with special protection (bulletproof vests and helmets) before traveling to dangerous regions of the country, as well as to provide health and life insurance. In order to return specialists or attract new talent, each company should review its policies or create comfortable and safe conditions for employees. For example, providing drivers with special protection (bulletproof vests and helmets) before traveling to dangerous regions of the country, as well as providing health and life insurance.

There were some good moments for logistics during the war. The "Grain Deal" as a vivid example of international economic agreements has shown that it is a necessary measure for the world order and a forced step in cooperation with the enemy. The whole world saw how important Ukraine is as an exporter, carrier and a kind of forwarder. With this agreement and the fulfillment of the terms of transportation and delivery, Ukraine has strengthened its image as a trusted economic partner. It is also worth noting that customs clearance of goods by road has been simplified for Ukrainian carriers. This saves time on delivery. Transportation costs have decreased, while the price of services has not changed. This approach also provides a positive trend for the resumption and even increase of cargo transportation by land.

Due to the full-scale invasion, many companies had to switch to new platforms for accounting and controlling goods and tracking drivers. While they used to use Russian 1C, many large companies are now switching to European business software SAP. This metamorphosis has only advantages, because now a Ukrainian manufacturer or service provider is oriented towards its "software brothers" from the European Union and America. This means that economic ties are being strengthened not only at the state level, but also at the company level. The transition to "European standards" has affected almost all logistics cycles: transportation, infrastructure, software, corporate ethics, and negotiation style. It is very important to understand what kind of economic (logistical) miracle it is to try to revive an entire industry of an exporting, importing, and producing country during the unstable stagnation of most other industries.

I am sure that this period of development of logistics and the economy in general will be taught in universities as a new "economic miracle during the war in Ukraine."

There are many problems and many solutions. The main thing is to talk about the problems and understand that they need to be solved. If we remain silent, there will never be any positive dynamics for our country. There are things you can turn a blind eye to during the war. But when it comes to good, economic development and jobs, we cannot remain silent. We need to shout to start acting and regulate the laws that hinder our development in difficult times for the people.

References

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СЕКЦІЯ

ТРАНСПОРТНА ЛОГІСТИКА - ВИКЛИК СУЧАСНОСТІ.

LOGISTICS COMPANY MANAGEMENT FEATURES UNDER WARTIME CONDITIONS

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The topic of companies in military conditions is of utmost importance for our audience, which includes military personnel, policymakers, and scholars. Understanding the unique challenges and requirements of logistics operations in military contexts is crucial for effective planning, resource allocation, and operational readiness.