

dynamic databases, the organization of telecommunications for access to information through terrestrial and satellite information channels. Accordingly, in logistics systems there is a transition to digital technology in all areas of document management, including the replacement of paper transport documents with electronic ones. The integration of information flows and communication support in the transportation of goods has received a general name – telematics.

As a result of the introduction of these technologies we will have the ability to interact with different types of technical and software components of information systems, elimination of intermediate links through integration of information flows, globalization of logistics systems, gradual merging of different flow processes within the global system of material, energy, financial and information flows.

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EFFECT OF POPULATION STRUCTURAL CHANGES ON TRAFFIC TRAVEL NEEDS

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The transportation industry and the national economy are in a difficult transition period. Analysis of which factors are affecting the changes in traffic demand, grasp the trend of change, helping to build a transportation system that meets the development needs of the times. As the most important object in the transportation service system - people, with the changes in population, age structures, and family structure, it is bound to produce a series of new traffic travel needs. Therefore, analyzing the characteristics of demographic structural changes is very practical for developing transportation development strategies and improving the satisfaction of the masses.

The seventh national census results show that 2020 Chinese households separated by 492.76 million, of which the human households were separated by 116.94 million, with a floating population of 375.82 million, of which cross-provincial flows, the population is 124.84 million. Compared with 2010, the human households have increased by 88.52%, and the population of people in the city's jurisdiction increased by 192.66%, and the floating population increased by 69.73%. Our country's economic and social development has created conditions for the migration flow of population.

Now China's urbanization rate reaches 60%, as well as approximately 20 percentage of rising space. The growth of large population and urban agglomeration is the most important structural potential in our country's economy in the next five to ten years.

At the same time as economic development and general medical levels increase, the life quality of the elderly has improved and their life is growing. According to the seventh demographic results, the population greater than or equal to 60 is 2.64 billion, accounting for 18.70%. Compared with 2010, the population of 60-year-old and over rose by 5.44 percentage points.

The size of the family is smaller, the structure is more diverse. In the 1950s, the average number of households was generally maintained at 5.3 per household. It was reduced to 3.96 per household in 1990. The average size of household in 2020 was 2.62. With the development and progress of social development, and the implementation of "one-child" policy, the size of the family is gradually smaller, and the family composition is also more single.

The change direction of the traffic demand in the future. The travel distance of residents becomes longer in the big city. Double influenced by the population to big cities and continuous expansion of the city, the travel distance between cities has long, the commuter distance is growing, and even expanded to cross-city's urban circle travel range.

The floating population has brought a lot of demand for the city transport and aggravated urban traffic load. The future population flows roughly three flows: First, continue to gather in big cities; second, gather around the surrounding radiation area of large cities in urban agglomeration; third is to the mid-west area that competition is less intense. [1]

When riding a public transport, the vulnerable groups such as elder, infant, and the disabled will often be treated differently. They are deeply limited by physical conditions and have higher travel requirements. After analyzing the travelers of the elderly, it was found that the older people had a short distance, time consuming, and a small range from other ages.

Starting from the characteristics of the population structure of China's megacities, this paper studies the changes in traffic travel demand, and brings followed suggestions. First, provide quick direct services for long distance travel. Long distance travelers, especially commuter people, is concerned about the rapidity and directness of travel. Second, provide a comfortable travel environment for the elderly. This includes non-barrier-free transportation facilities, smooth travel and travel environments, and requires government, enterprises, communities, and families to complete their goals. Third, responding to the problem of labor shortage in the transportation service industry caused by aging. The aging of society is not only reflected in travelers, but also affects workers in the transportation industry. Forth, improve the travel environment. Taking safety as the primary goal, in addition, it also needs to meet the conditions of shading and rain protection in a slow-moving environment, and relaxing experience.

References

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THE CHALLENGES OF ORGANISING INTERNATIONAL TRANSPORT

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Life in Ukraine currently continues under martial law. The military action taken by Russia on the territory of Ukraine affects the functioning of all spheres of the Ukrainian economy and the life of every Ukrainian. Ukraine's transport sector as an economic activity has changed dramatically in the face of Russian aggression. Logistical supply chains, which have been developed and improved over decades, have been completely destroyed [2].

The functioning of Ukrainian sea ports for international transport has been suspended, some ports operate only for handling and transshipment of grain crops by rail and road transport, and only three river ports operate, in terms of export operations, which are the ports on the Danube: Izmail, Ust-Dunaisky and Reniisky. Air transport is blocked and railways operate in crisis conditions with a lack of rolling stock, fuel and damage to infrastructure facilities. The functioning of road transport is characterized by the critical condition of roads, the abundance of destroyed bridges, the shortage of rolling stock and drivers, the crisis in fuel supply, the low capacity of customs infrastructure at the borders and poor transportation safety. For international road transport, the critical link is the Ukrainian state border. At present, the customs infrastructure does not allow efficient passage of road transport in both directions. The largest queues are observed at the Polish and Romanian borders, which amount to 10-17 km on average, due to the considerable time required for inspection of vehicles in the absence of the necessary number of service areas, automatic queue fixing systems, insufficient number of customs officers on both sides of the border.

Significant vehicle delays are observed when fuel sales are restricted or unavailable at petrol stations in Ukraine [1]. Also the constant change in road conditions due to fighting and shelling of road infrastructure requires drivers to be constantly informed in order to choose a vehicle route. Developing and implementing automated driver information systems and equipping vehicles with modern information systems will increase the efficiency of cargo delivery. Ukraine's transport infrastructure and existing approaches to the definition of systems for the delivery of goods in international traffic in a state of war need a radical restructuring in the operational and technological functioning, as well as a new approach to the definition of technical and technological schemes on the conditions of digitalization. For the purpose of increasing the efficiency of international freight traffic and for further development of transport and infrastructure complex of Ukraine, taking into account the adopted innovative way of their development, taking into account the need to