Social Educational Project of Improving Knowledge in Economics

Journal

L' Association 1901 "SEPIKE"

Ausgabe 4

Osthofen, Deutschland

Poitiers, France
Redaktionelle Leitung:
Dr. Michael Schaefer (Germany)

Redaktion:
Dr. Oksana Getman (France)
Dr. Andrzej Galkowski (Polen)
Dr. Krasimir Spirov (Bulgaria)
Prof. Dr. Valentina Shapoval (Ukraine)
Myriam Poitevin (France)

Ehrenmitglieder der Redaktion:
Prof. Dr. Rainer Busch (USA)
Dr. Philipp Rogeon (France)


Bibliografische Information der Deutschen Nationalbibliothek:
Die Deutsche Nationalbibliothek verzeichnet diese Publikation in der Deutschen Nationalbibliografie; detaillierte bibliografische Daten sind im Internet unter http://dnb.dnb.de abrufbar.

Herstellung und Verlag:
L' Association 1901 “SEPIKE”
Tempelgasse 10, 67574 Osthofen, Deutschland

Herausgeber:
© 2013 L’ Association 1901 “SEPIKE”
Allee de Marigny, 8, 86000 Poitiers, France
www.sepike.com

ISSN: 2196-9531
Key Title: Journal L’ Association 1901 “SEPIKE”

Poitiers, Osthofen, den 30.04.2014

content

PART I: ACTUAL ISSUES IN MODERN PEDAGOGY

FORMATION PRINCIPLES OF DEVELOPMENTAL TRAINING TECHNOLOGIES FOR TEACHERS WITHIN POSTGRADUATE EDUCATION (Olha Barabash) 6

POLISH AND GERMAN EDUCATIONAL SYSTEMS FROM THE SOCIO-HISTORICAL POINT OF VIEW (Andrzej Galkowski) 10

OBJECTIVE ASSESSMENT OF TRAINING OF STUDENTS ON THE COURSE MICROECONOMICS: PROBLEMS AND SOLUTIONS (Svetlana Gutman, Anna Teslya) 14

PECULIARITIES OF FORMATION OF PROFESSIONAL THINKING OF PROSPECTIVE COMPUTER SPECIALISTS (Oksana Karabin) 18

ELDERLY PEOPLE IN POLAND VERSUS HUMAN RIGHTS (Tomasz Kliszewski) 22

TEACHERS’ CONCEPTS OF THE IMPORTANCE OF MEDIA GADGETS IN CHILD’S DEVELOPMENT (Alena Miadzvedskaya) 26

SOCIAL PHOBIA AS PEDAGOGICAL AND PSYCHOLOGICAL PROBLEM (Lyudmila Pet’ko) 29

AN EXPLORATION OF SOME SEMANTIC PROCESSES IN PRESCHOOL CHILDREN WITH DEVELOPMENTAL DYSPHASIA (Plamen Petkov) 33

L.N. TOLSTOY’S EDUCATIONAL IDEAS IN THE HISTORY OF YAKUTIA (Fekla Sokolnikova) 38

THOMAS EDISON: LEARNING KIDS WITH ADHD ATTENTION DEFICIT HYPERACTIVITY DISORDER (Lyudmila Pet’ko, Xenia Sushko) 41

THE MAIN POINTS OF SYSTEM APPROACH OF FORMING COMMON CULTURAL COMPETENCES OF FUTURE TEACHERS OF HUMANITARIAN FACULTIES (Irina Shumilova) 45

ECLECTICISM OF AGGRESSIVE BEHAVIORS’ AMONG PUPILS (Remigiusz Winiarski) 49

PART II: ACTUAL ISSUES OF MACRO- AND MICRO- ECONOMICS

ESSENCE, PRINCIPLES, MAIN TYPES AND FACTORS OF LABOR MIGRATION AT THE PRESENT STAGE (Nazgul Shamuratova, Zhunat Babuzhanova, Karlygash Tastenbekova, Botagoz Bermuhambetova) 56

A MODEL CONSISTED OF 5 TETRAHEDRAL NETWORK, AS A SCIENTIFIC RESEARCH APPLIANCE (Belbin Sz. G. PATÓ) 63

INNOVATIVE POLICY FOR PROCESS INEFFECTIVE TOOLS OF PERSONNEL DEVELOPMENT IN OIL COMPANIES IN REPUBLIC KAZAKHSTAN (Bibigul Issayeva) 69

STATE OF ILLEGAL LABOR MIGRATION IN KAZAKHSTAN (Tory Bekzhanova, Galina Sükbova, Akimaral Temirova, Ardalak Mukhamedieva) 72

VALUATION ACTIVITY: REGULATION FEATURES IN BELARUS (Tatiana Borzakova, Olga Svirid) 76

INTELLIGENT RESOURCES MODEL OF ELEMENTARY INTELLIGENT BEARER: A HUMAN BEING (Anatoli Chornyi, Mariia Lutsyk) 80

SEVERAL LOGISTICS CHAIN TRANSPORTATION SERVICES APPROACH BY SINGLE TRANSPORT COMPANY (Viktor Doliy, Yevhena Kush, Andrii Galkin) 86

JUSTIFICATION OF THE EFFECTIVE METHODS FOR STAFF ASSESSMENT OF MODERN ENTERPRISES (Oksana Getman, Aleksandra Kolesnik) 90
SEVERAL LOGISTICS CHAIN TRANSPORTATION SERVICES APPROACH BY SINGLE TRANSPORT COMPANY

Viktor Dolly, PhD, Professor
Yevhen Kush, PhD, Assistant Professor
Andrii Galkin, PhD-Student

Department of Transport Systems and Logistics
O.M. Beketov National University of Urban Economy in Kharkiv, Ukraine

Abstract: Ability to serve multiple customers by one vehicle type raises the issue about such servicing effectiveness. Transportation service logistics chains suitable to own the same service type and wage raises the vehicle distribution between material flows. The ability to transportation service logistics chains while daily planning makes improves indices vehicles use at the expense of distribution between different material flows. Vehicles collective calculation takes place in several steps: defining the market segment and the clients number for served in the long term; second the vehicles estimation number during the quarter or month, third daily planning vehicles estimation number. For a more detailed analysis it is necessary to examine the specific definition model vehicles.

Keywords: Logistics, chains, vehicle, transportation, service

INTRODUCTION

Nowadays, transportation services are characterized by: increasing goods range and delivery conditions, irregular transportation due and volumes, which depends from market demand. The cargo motor transport company in these conditions has such actual problems as vehicles calculation. To decrease operating expenses and enterprise activity efficiency growth, transport companies have to increase their competitiveness on a global market. Therefore, one of the primary goals for the transport company is to use transferrable abilities rationally.

MATERIALS AND METHODS

According to these authors (Roslavtcev 2010, Dibskaya 2008), the transportation service should ensure upon vehicles movement purpose of all participants. Consistent and logical transport process, linking the different interests such as: transporters, industries (factories), consignees, freight forwarder companies, retail suppliers and other market participants (Figure 1).

![Figure 1: Logistic system participants and their known links](image)

Modern approaches to transportation service are based on application of the following approaches: process, system, situational, likelihood-adaptive, quantitative, marketing, and logistical which consider for single material flow decision (Shapiro 2006, Chahray 2007, Nozdrina, Jashhuk, Polota; 2011). Existing methods consider vehicles calculation number for transportation services specific customer or material flow. In this case, the vehicles cannot be used effectively, consist of individual material flows and supplies seasonality (Vorkut, 2002). That may lead to losses in certain time periods when transportation services each customer. Different logistics chains may use different vehicle types. But also, while transportation serving several different logistic chains at different transports sections, they can use one vehicle type. In this way, different material flows can be carried by a single vehicle type and Transport Company (Figure 2). The ability to serve multiple customers by one vehicle type raises the issue about such servicing effectiveness. Based on the foregoing, we can conclude, that the existing approaches don’t estimate transportation service specification methods for several logistics chains.

![Figure 2: Logistic system participants and their proposed links](image)

![Figure 3: Market segment choice for transport enterprise](image)
The market segment choice contracted to transport any cargo, and provides for the purchase of vehicle contractual obligations fulfillment. Fitness for carriage by the same type vehicle or body adaptation to transport various cargoes enables to serve other customers within selected segment limits.

According to Figure 3 we can make conclusion in the form of shame transport enterprise that consist of: different market segments, similar vehicle group which serve this segment, transport services buyers and their material flows. The general algorithm for evaluating effectiveness for collective transportation service is shown at Figure 4.

![Diagram](image)

**Figure 4: Algorithm for the vehicles' rational number on a particular criterion (Medium-term planning)**

First level is to select marketing segment. Transport service general analysis can establish its boundaries, shipper and consignee requirements to maintenance.

The second stage is selected technology maintenance, existing technologies maintenance are evaluated and established technological possibility for same type vehicle. Next stage is to determine the process parameters it is necessary to choose an efficiency criterion. To identify possible technological options for all vehicles, the estimation lapse number for each own and borrowed vehicles should be analyzed.

The possibility to transportation several material flows with their parameters by own and hired vehicles represent alternative sets for collective transport services. The next step is adjusting the vehicle considering changing amount including parameters changing in times. Based on the technological parameters and selected criteria effectiveness the economic should estimate. From these results own and hired vehicle rational numbers have to be chosen for cooperative (collective) transportation service.

Ability to transportation service logistics chains while daily planning makes improves indices vehicles use at the expense of distribution between different material flows. The technological scheme of transport services Customers separately or collective represents at Figure 5.

![Diagram](image)

**Figure 5: The technological scheme of transport services separately or collective (daily planning)**

As a result, using the project analysis methodology can be simulating different alternative projects with different performances and different efficiency. The vehicle efficiency formation can be a Net Present Value for all possible variants fleet during the project lifetime.

**DISCUSSION AND CONCLUSIONS**

Transportation enterprises in their activities should be guided by transportation demand forecasts including their transferrable abilities. Transport companies have to increase competitiveness and use transferrable abilities rationally. Suggested approach allows calculating necessary vehicles number for several logistic chains collective transportation service. Vehicles collective calculation takes place in several steps: defining the market segment and the clients number for served in the long term; second the vehicles estimation number during the quarter or month, third daily planning vehicles’ estimation number. For a more detailed analysis is necessary to examine the specific definition model vehicles.

**REFERENCES**


