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**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 Gałkowski)	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 Kruszewski)	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 Wiśniewski)	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, Zhanat Babazhanova, Karlygash Tastenbekova, Botagoz Bermuhambetova)	56
A MODEL CONSISTED OF 5 TETRAHEDRAL NETWORK, AS A SCIENTIFIC RESEARCH APPLIANCE (Beáta 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 (Taty Bekzhanova, Galina Sukhova, Akmaral Temirova, Ardak Mukhamedieva)	72
VALUATION ACTIVITY: REGULATION FEATURES IN BELARUS (Tatiana Borzdova, Olga Svirid)	76
INTELLECTUAL RESOURCES MODEL OF ELEMENTARY INTELLECT BEARER: A HUMAN BEING (Anatolii Chorny, Mariia Lutsyk)	80
SEVERAL LOGISTICS CHAINSTRANSPORTATION SERVICES APPROACH BY SINGLE TRANSPORT COMPANY (Viktor Doliy, Yevhen 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

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**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).

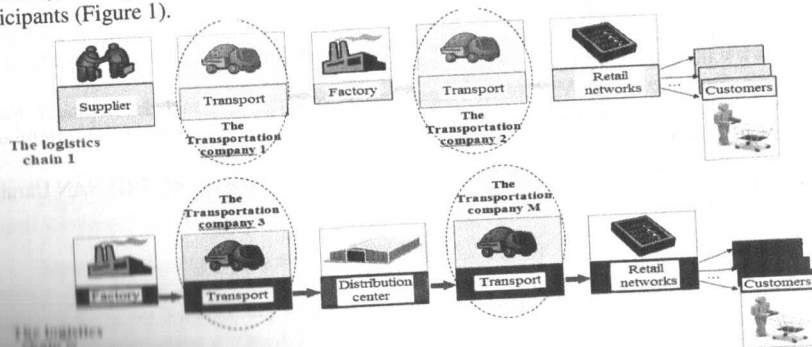


Figure 1: Logistic system participants and their known links

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, Chuhay 2007, Nozdrina, Jashhuk, Polotaj 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 vehicles 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.

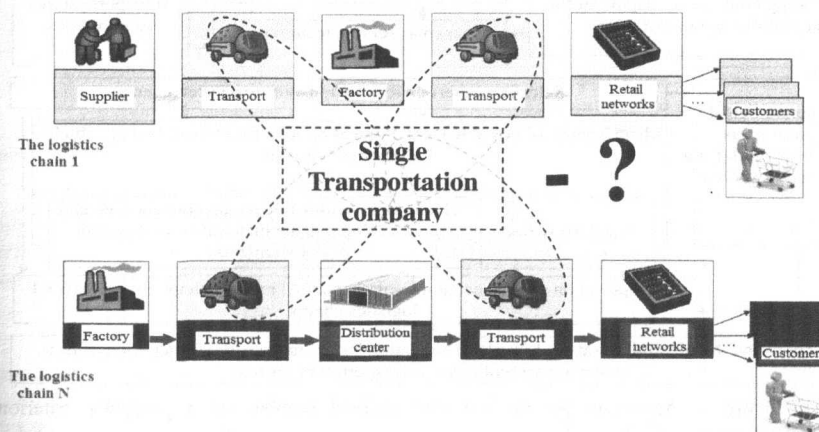


Figure 2: Logistic system participants and their proposed links

Review analysis allowed to established following hypothesis: "There is rational vehicles number which can be used effective to transporting several material flows with full conditions deliveries by a single Transport Company".

## RESULTS

Scheme selection segment for transportation services clients and their material flows is shown in Figure 3.

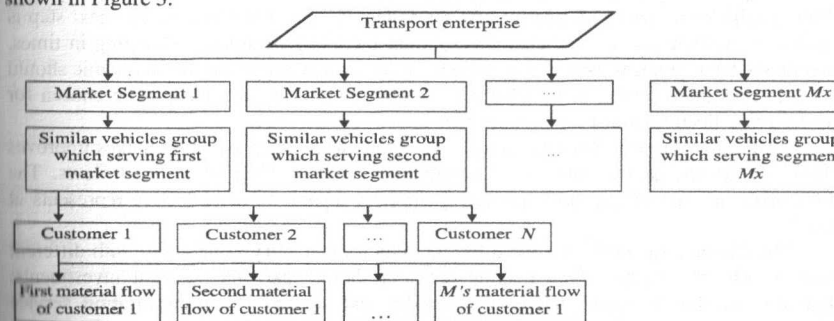


Figure 3: Market segment choice for transport enterprise



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 same 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.

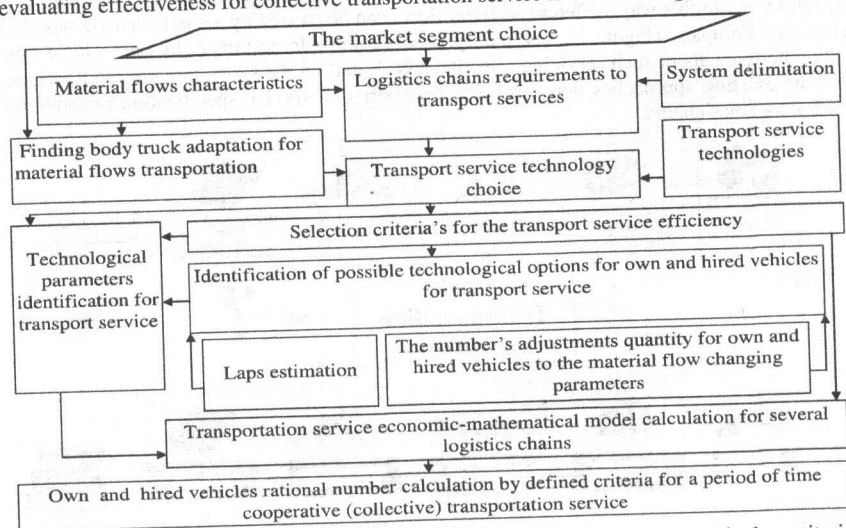


Figure 4: Algorithm for the vehicles' rational number on a particular criterion (Medium-term planning)

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 laps 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.

The choice problem is that the different vehicles can carry same cargo with different efficiency. The transporter while making decision should take into account investments: inflation risks, the discounts, the cost of credit, and so on. The transportation service performance criteria can be selected from commercial investment criteria in the "long run"

project.

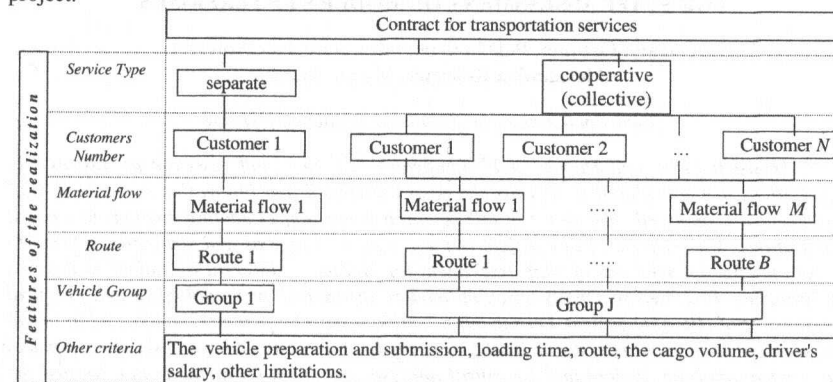


Figure 5: The technological scheme of transport services separately or collective (daily planning)

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 transportations 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.

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