Optimization of Processes and Technologies in Cargo Transportation

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ABSTRACT

Nowadays, a number of techniques and technologies have been used in the most optimal ways for fast, easy and high-quality transportation of cargo for some time. Nevertheless, in this article we will consider the issues of optimization of cargo transportation processes and technologies in modern logistics.

Keywords: Freight transportation, logistic operations, transportation processes, logistic systems, warehouse, technological process, logistic process cycle, supply chain, cargo, economic process

The technology of any cargo transportation process is characterized by three features: the transportation process is divided into parts, coordinated and phased, uncertainty of actions. The purpose of dividing the cargo transportation process into stages is to determine the limits of the immanent requirements imposed on the entity operating using this technology. Any operation must ensure the approach of the controlled object to the specified goal and ensure the transition from one operation to another. The last operation of a step must be a unique input to the first operation of the next step. The more the description of the cargo transportation process corresponds to its subjective logic, the higher the probability of achieving the highest efficiency of the people involved in it. Developing technologies must take into account the requirements of basic economic laws and, first of all, the law of increasing social labor productivity.

Coordination and step-by-step implementation of actions aimed at achieving a specific goal should be based on the internal logic of the operation and development of a specific transport process. Technology is not created from scratch, but is related to past and future technology. The technology that works today must be based on principles that make it easy to transform it into the technology of the future.

Each technology must ensure the accuracy of the steps and operations included in it. The deviation of one operation is reflected in the entire technological chain. The more the parameters deviate from those predicted by the technology, the greater the risk of disrupting the entire shipping process and obtaining a result that does not conform to the project.

Firstly, technology is developed for the entire process of transporting goods, and then for individual stages. After the technology of the stages has been developed, they should be considered from the point of view of the technological unit. There is a causal relationship between technology and technology, but technology is very important.

The technological process was not invented today. According to Moliere, just as people do not think about what they write and say in prose, the employees of road transport companies do not think about it when using a certain technology. In the past, the technology of the cargo transportation process was formed intuitively in most cases. Technological processes for transporting goods were not purposeful and deliberately designed steps and systems of operations. Because of this, many transport processes are currently not efficient enough.

Systems theory says that every system consists of subsystems. Any system is a subsystem of some system. It is assumed that any system can be described in terms of system entities, properties, and relationships. The hierarchy and number of subsystems depends only on the internal complexity of the whole system.

At the top of this pyramid is intermodal transport. Below is multimodal transport. Next - unimodal transportation, then interregional and intercity transportation by specialized motor transport companies, and finally, local transportation of personal transport of individual entrepreneurs and production and commercial structures.

Each of the above types of transport has its own characteristics in technology, organization and management, but they have a common technological basis in the form of special technological transport schemes and links or elements that make up these schemes. At each stage (stages), the transportation process can be expressed in the form of a specific sub-network. Control and management policies in such a system are modeled by synchronizing positions at each stage (at each link). In turn, the structural elements of cargo transportation are characterized by specific patterns that are unique to them. In the technical and economic literature, there is no unified interpretation of many fundamental concepts: transport process, transport process, transport process cycle, transport system, transport complex, etc. The operations that make up the transportation process are heterogeneous and differ greatly in their duration. Some operations, when combined, create certain stages of this process, each of which performs its own tasks. Both separate operations and stages of the transportation process are related to each other (the cargo must be loaded before transportation, etc.). Thus, this process is multi-stage and multi-operational, characterized by great technological, operational and economic heterogeneity of operations. Individual stages of the shipping process are often considered independent. Therefore, in the literature, they currently write about the transportation process, the transportation process, the loading and unloading process, etc.

Also, according to the nature of the vehicle, the types of cargo delivery are divided into:

- car;
- railway;
- water;
- pipeline;
- air

For the delivery of goods throughout Russia, freight is often used, as they are the most optimal in terms of material costs. However, if the destination is far from federal highways, rail freight is often used.

Air transport is used in cases where the loss of time can cause serious economic damage to the enterprise or there is no other person who has access to the place of delivery of goods, in cases where time is limited.

For the convenience of customers, many shipping companies use a group called shipping. This method is recommended if the customer needs to deliver a small shipment and it is not economically viable to order a container. The customer's goods are brought to the consolidation warehouse, where orders for the transportation of goods on the same or similar route are collected, and the goods are sent to the specified destination. In this case, the customer pays for the specific space occupied by his cargo, and the cargo may consist of one box.

When ordering any type of transport, experienced companies offer several transport options that combine the delivery of different

cargoes depending on the type of cargo to be delivered to the recipient. We analyze the goods and their delivery methods below.

The following characteristics affect the choice of vehicles:

- the nature of the load (weight, size, consistency);
- the number of shipped batches (container used);
- the urgency of delivering the goods to the customer;
- location of destination taking into account weather, climate, seasonal characteristics;
- distance to be transported;
- value of cargo (insurance);
- the proximity of the delivery point to transport communications;
- cargo security.

It is cyclical. This means that, with the exception of continuous pipeline transport, the movement of goods occurs in production cycles that repeat one after the other. The rhythm of these cycles is determined by their frequency, which, in turn, depends on the average duration of one cycle. Each cycle is characterized by a high degree of dynamism, a continuous change of state and a change in the composition of elements. The cycles of individual transportation processes change over time. However, they always have a beginning and an end. Each repeated cycle of transportation consists of many separate stages that are closely related to each other and have the same direction, because their ultimate goal is to achieve a spatial change in the state of the goods. The complex of these cycles added to the transport cycle creates a transport process.

Despite the fact that logistics is a young science, it has accumulated solid experience in the development and implementation of production logistics systems. There are two main types of logistics systems: push and pull. These types of systems work not only in manufacturing, but also in the areas of purchasing and distribution logistics.

Pushing logistics system (push system). A distinctive feature of this type of system is that the delivery of materials from one logistics operation to another is carried out according to a pre-arranged strict production schedule, i.e. regardless of the fact that these materials are needed in a certain amount at a certain time and in the next technological operation.

The main disadvantage of the "Push" system is that demand is not monitored quickly enough, which leads to the need to create safety reserves that prevent interruptions in production due to changes in demand. Insurance reserves cause a slowdown in the circulation of working capital. The main advantage of this system is stability, reliability of working with sudden changes in demand or unreliable suppliers.

A pull logistics system (pull system) is a production system in which the delivery of materials from the previous technological operation is carried out as needed, and therefore there is no fixed schedule. In distribution logistics, this means a sales strategy aimed at actively stimulating consumer demand for products. With such a system, reserves are minimal. In such conditions, the management of the flow of materials places high demands on the organization of information flows. The better they are coordinated, the lower the production costs, the better the use of production capacities and the higher the reliability of the entire logistics system.

Pull systems play a more active role for the product recipient. They operate effectively in markets where supply exceeds demand ("buyer's market"). Implementation of these systems in distribution logistics includes large-scale advertising campaigns carried out by the manufacturer. Advertising stimulates demand from shoppers who request the advertised products from retailers. They refer to wholesalers, and the latter to manufacturers. It turns out that goods are "pulled" from the manufacturer based on demand stimulated by advertising.

The movement system of logistics flows according to customer orders is a pull system, and production to warehouse is a push system. In the case of gravity, the responsibility for the movement of flows lies with the final link in the supply chain, because it determines the order.

When squeezed, responsibility is shared equally among supply chain participants, which reduces the risk of wrong decisions and increases the stability of the system. However, it becomes less flexible because the "feedback" with the last links of the supply chain deteriorates.

Until today, a large number of logistics systems have been created, but all of them are based on the principle of "putting out" or "pulling" products through logistics operations.

Let's take a look at the most common logistics production systems used in hotel catering establishments. A Just in Time (JIT) logistics system is a pull system. The main idea of the system is to minimize stocks on the basis of accurate delivery of products at a specified time, in a specified quantity. The Just In Time system originated in the late 1950s at the Japanese automobile company Toyota Motors and had a significant impact. The implementation of this logistics system allows to significantly reduce stocks of unfinished production and finished products, as well as to reduce costs, which are very important for catering enterprises due to the limited shelf life of raw materials, semi-finished products and especially finished products. products.

The concept of "Just In Time" is based on the idea of synchronizing the processes of supplying resources with the need for them. The main principle is as follows: if there is a schedule of the production process, then it is possible to organize the flow of flows so that all materials and semi-finished products arrive in the right amount at the right place and at the right time. to produce a finished product. This requires rapid transfer of information between departments and coordination of suppliers of materials, in our case, raw materials and semi-finished products. The supply of material resources in the required amount ensures that the link of the logistics system needs them, increases the rhythm of production and the quality of the finished product, significantly reduces stocks in all links of the logistics chain. In this way, freed up storage space can be used more efficiently.

The "just-in-time" system, in addition to minimum stocks, is characterized by the production (supply) of small batches of finished products, long-term relationships with a small number of reliable suppliers, the philosophy of general quality management, effective information. support of logistics processes and high-quality logistics services. In recent years, the "Quick Production" system has become more and more widespread. It got its name because it aims to reduce resource consumption compared to traditional production systems. This means not only a reduction in material resources (less inventory), but also a reduction in production time per unit of product, reduction in rejection losses, etc. The essence of this system is expressed in the creative combination of the following components:

- high-quality products (services);
- reduction of the volume of manufactured product batches and production time;
- elimination of useless operations;
- focus on the use of highly qualified personnel;
- the use of flexible equipment that requires less time for replacement.

In the "Thin production" system, the conversion (transformation) of raw materials into finished products and transportation operations are necessary operations. In this system, they strive to work in such a way that work quality checks are performed as rarely as possible (in accordance with the concept of total quality management), and "warehouse" and "standby" operations are usually performed. excluded. Thus, the elimination of unprofitable operations is the motto of the concept of "lean production". Material requirements planning system ("Materials requirements planning" - MRP). This is an example of a push system. It determines the time of production of the initial - final product, then the time and the amount of necessary resources to fulfill the order. The main disadvantage of MRP, like all push systems, is that it does not respond quickly to changes in demand, which creates the need for safety

stocks. Therefore, weighing systems are used more often in catering establishments.

Transport products - cargo mass in kind delivered from the place of production to the place of consumption. The experience of organizing transport shows that not all cargo loaded on rolling stock at the place of production is delivered to the place of consumption. This is due to cargo loss, damage, natural loss, etc.

The logistics approach to the organization of motor transport defines a new methodological content, which consists in the fact that the main component of transport should be the design of the optimal (rational) transportation process. This means looking for the best organizational and technical solutions that ensure the maximum efficiency of transportation of goods from the place of production to the place of consumption. It should be noted that the concept of "design" literally means the selection of an intended design, it seems legitimate to refer to the process of creating not only technical means, but also transport products.

Cargo generating points mean enterprises and organizations in all sectors of the national economy that export their products and waste. Cargo receiving points mean enterprises and organizations in all sectors of the national economy where raw materials, fuel, materials, finished products and other goods necessary for their normal production activities are imported. The location of cargo generating and absorbing points, on the one hand, natural conditions, on the other hand, are determined by more or less random factors.

One enterprise can be a load generator and a load sink at the same time. For example, a factory of reinforced concrete products exports finished goods as a load-generating point, and imports sand, gravel, cement, etc. as raw materials. - load absorber.

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