

**INFORMATION AND METHODOLOGICAL PROBLEMS OF DOCUMENTARY
SUPPORT OF CROSS-BORDER INTERMODAL TRANSPORTATION**

В статті розглянуті проблеми та перспективи використання інтермодальних перевезень та особливості їх митного обслуговування в сучасних умовах господарювання підприємств України.

Ключові слова: інтермодальні перевезення, документ, контрагент, зовнішньоекономічна діяльність, коносамент

В статье рассмотрены проблемы и перспективы использования интермодальных перевозок и особенности их таможенного обслуживания в современных условиях хозяйствования.

Ключевые слова: интермодальные перевозки, документ, контрагент, внешнеэкономическая деятельность, коносамент

The article deals with the problems and prospects of intermodal transport and peculiarities of custom service in the contemporary economy enterprises of Ukraine

Keywords: intermodal transportation's, documents, contractor, foreign economic activity, the bill of lading

The Problem. *In terms of the transport market and the competition among different modes of transport, there are alternative ways of organizing transportation in Ukraine, such as, mixed transportation. Striving to create an integrated transport network explains the widespread multimodal transport in leading foreign countries (Germany, France, USA, etc.). In the coming years is expected to grow intermodal transportations, according to domestic and foreign experts, because of their features and benefits. At the same time, the use of intermodal transport is accompanied by problems of technical, economic and information-methodical character. . Recent problems include the difficulties forwarding company faced with:*

lack of information on the reliability of the carrier;

the need to consider the many features of the contracts;

ensure the required quality of transport service of the customers;

optimal choice of logistic chains in the movement of goods on the basis of various economic interests of the transport process;

optimization of global transnational routes;

unification of customs procedures with a combination of different modes of transport.

Subjects of the foreign economic activity in Ukraine does not make full use of this kind of transportation, some transport companies assume the complete cycle of transportation, excluding costs, although the economic feasibility would be advantageous to use the interaction between different modes of transport.

Analysis of recent research and publications. *Such scientists as Haharskyy E. A., Kirichenko C. A., Kosohlyad P. A., Kurenkova P. V., Kurbatova A. V., Uskov N. S., Akimov O. V., Karpenko A. A., Halaburda V. G., have studied the problem of mixed transportation in foreign economic activity. In the work of such scholars as Bauyersoks Donald J., David Klos J., Bokov V. V., Hadzhynskyy A. M., Hordon M. P., Dzhanson D., Dybska V. V., Zakharova K. V., Korol`ova V. A., Kurhanov B. M., Myrotyn L. B., Rozer C. M., Ryzhova L. P., Sergeyeva V. I. considered improving organizational and technological operation intermodal transport in order to increase their economic efficiency.*

The object of the article is to study the problems of effective intermodal transport using the present functioning of enterprises in Ukraine and defining characteristics of their customs services.

Main results of the study. The main priority in the world transport system is the development of combined transportations of goods through a logistics approach and the electronic exchange of data for computer integration of all subjects consignment systems.

The scope of a particular mode of transport is determined by the range of goods, power and range of freight traffic. International practice shows that in recent years, two-thirds of carriage of goods in international traffic carried in mixed combinations in this way - "Door to Door." Ukraine has a large potential for trade and transportation network, because it has a unique and advantageous transportation and geographical position at the crossroads of trade and freight transport European and Eurasian roads.

According to the Model law on transport activity (CIS from 31.10.2007) intermodal transportation - consistent carriage of goods in one and the same loading units (large containers, removable body, semitrailer, etc.) with transshipment in his way from one mode to another transshipment of cargo. During intermodal transportation will understand these mixed (combined) Carriage undertaken by operators of two or more modes of transport using common transport documents for the entire route of transportation. When operators are understood transport organizations (enterprises), regardless of the legal form and ownership - legal entities making workers transportation. Intermodal transportation help, according to the purposes and principles meet the economic interests of customers by integrating and optimal use of resources and assets offered by each mode of transport.

The objectives of intermodal transportation. Getting synergistic economic effect of using two or more modes of transport in the presence of a single point of responsibility

The task of intermodal transportation. Find the best forms of organization and value all forms of transport, use as an integrated system with all the positive and negative features of each.

Principles of intermodal transportations.

-complex approach to solving the financial and economic issues of transportation;

-The maximum use of public telecommunications networks and electronic document management systems;

The only organizational and technological principle transportation management and coordination of all logistics intermediaries involved in transportation;

- Cooperative logistics intermediaries.

Intermodality has many benefits such as lower costs of infrastructure, reducing the intensity of road transport more effectively use existing carrying capacity and environmental protection. In the current economic conditions the use of intermodal transport has a number of risks connected with transportation and customs clearance of goods in mixed traffic. Often when the load overcomes border of Ukraine on checkpoint on one type of mode of transport, and then, in the territory of country or at the very point has overloaded to another mode of transport and customs clearance takes place either at the border or at the location of the recipient. Arises a question, depending on the necessary criteria what kind of traffic to choose (Tab 1)

For example, the transport of goods from China or Europe used several types of vehicles - car and railway. Thus, used all advantages of rail transport, namely:

- The rapid passage of borders and simplified customs procedures (EU-CIS 30 minutes);

- *Optimal for heavy loads;*
- *Economically more profitable than other modes of transport;*
- *Security of cargo;*
- *Reliability and independence of weather conditions;*
- *No need for document control delivery;*
- *Environmental friendliness.*

Virtually any international transportations are multimodal. This type of transport requires coordination of the transport chain. Convenient, faster and economical way to hurt transportation - Intermodal transportation, the main feature of which - the delivery of goods by different modes of transport under centralized management. In this case, all stages of delivering responsible one transport company that calculates the best route and enters to the second sub carriers. Intermodal transportations easier, and cheaper for the customer, as a single tariff rate issued only one set of documents. It is also important that the responsibility for delivery only one company - that allows the customer not to worry about the safety of cargo and transport terms. By combining different modes of transport in intermodal traffic, specialists develop an optimal carrier for customer delivery scheme that assumes maximum reliability and minimum service the cost of transportation. Acting as an agent of the cargo, the company continuously controls the movement of the goods at any point along the way.

The bill of lading for combined transport FIATA (Fig. 1), approved by ICC, is an indication that this forwarding agency acting as trustee, that assumes the liability of the carrier for the performance of the entire contract for carriage and for loss of or damage to the goods, regardless of where it happened/

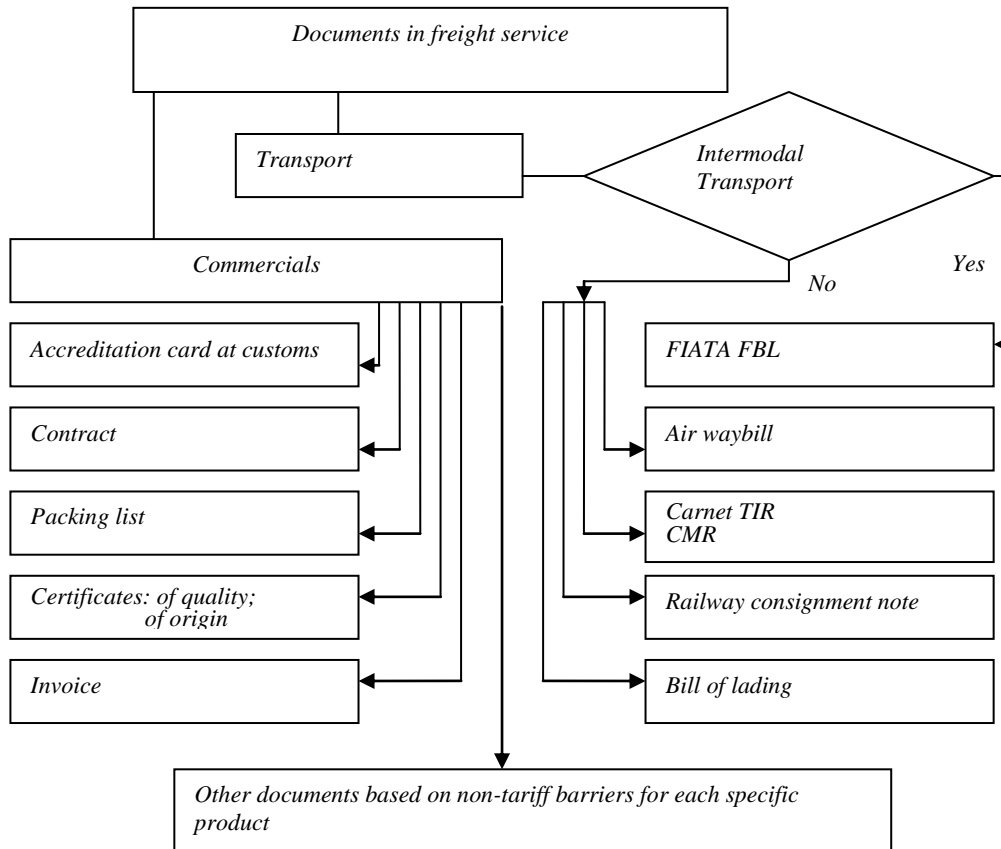


Figure 1. The documents used for customs clearance

The bill of lading for combined transport FIATA, or FIATA FBL, is a document copyrighted by the federal FIATA. Federation of Associations FIATA provided that its members (for example, the Institute of forwarders in the UK) to permit companies that are members of these associations, issue bills of lading FIATA FBL. The Member Association must comply with the most stringent requirements for their financial situation, professional skills and trained personnel and provide specific evidence to ensure adequate coverage (usually by insurance) liability that they incur as a result of execution of the bill of lading FIATA FBL.

The bill of lading for combined transport has the following features:

- a) the freight forwarder undertakes to perform or arrange transportation of goods from the place where he takes their custody of, and to the destination;
- b) if there are no reviews for "not spinning", this bill of lading is issued as a document of title;
- c) The forwarder sends the goods to the destination only when the recipient of a signed copy of bill of lading;

d) the bill of lading for combined transport since execution of freight forwarder is evidence that the freight forwarder received from the shipper of goods under its own responsibility.

Table 1

The difference between the different types of traffic on the main features of

<i>Signs</i>	<i>Unimodalni</i>	<i>Intermodal</i>	<i>Multimodal</i>
<i>Loading / unloading</i>	<i>Loading in place of departure, unloading on arrival</i>	<i>Allows you to take advantage of different modes of transport, while using the same loading units (container / trailer).</i>	<i>If containers are not used, there is a transfer from one mode to another</i>
<i>Number of transport</i>	<i>One</i>	<i>Successively two or more</i>	<i>Successively two or more</i>
<i>The risks of carriage of goods</i>	<i>Depending on the contract (seller or buyer)</i>	<i>Undertaken by the Company - pereviznyk</i>	<i>Depending on the contract (seller or buyer)</i>
<i>Number of transport documents</i>	<i>One</i>	<i>The bill of lading for combined transport FIATA FBL</i>	<i>Two or more</i>
<i>Time spent on transportation</i>	<i>Depending on the type of transport FavoritedFavorite</i>	<i>Optimization of time and the cost of delivery depending on the means of transport and route</i>	<i>Time spent in speaking LCU with unloading and docking at items</i>
<i>Possibility of damage to cargo</i>	<i>Depending on the type of transport FavoritedFavorite</i>	<i>Low risk of damage to the goods during the initial processing unit container</i>	<i>Greater risk of damage to cargo and sometimes the inability to detect phase transport where the loss occurred</i>
<i>Dimensions of cargo</i>	<i>Dimensions of cargo and completeness of supply depends on the capabilities of the carrier and transport</i>	<i>The ability to transport bulky cargo simultaneously</i>	<i>Dimensions of cargo and completeness of supply depends on the capabilities of each carrier and mode of transport</i>
<i>Customs</i>	<i>Depending on the contract (seller or buyer)</i>	<i>Transport company or contract</i>	<i>Depending on the contract (seller or buyer)</i>

In recent years, Ukrainian intermodal transportation is not characterized by a significant increase in shipping and have experienced positive changes that have led to an

increase in both quantitative pokaznykiiv and indicators of quality of transport services. In value terms, containerized exports from Ukraine in 2013 amounted to 2 461.4 million dollars. United States and in relation to the corresponding figure in 2010 (1 833.7 million) increased by 25.6%. Increase containerization of exports associated with the increasing number of flights railway-ferry and car-ferry connections, and with the growth of traditional container transport by sea and road.

While intermodal transportations company - performer takes all care about the product - the organization is fully responsible for the mixed delivery, storage of cargo, its handling and customs clearance. The main element of intermodal transportation - is a continuous control over the movement of cargo on the route and exact adherence to the timing of delivery. In addition, container traffic has the advantage of eliminating the need for reloading of cargo, so the product retains its consumer properties in the full degree. Also at perator multimodal transport can provide the customer with lower price, because it is a wholesale buyer fares and freight carriers that operate in some areas the route.

Any country is interested in development of the intermodal transportation and support them based on the following considerations:

1. The multimodal transport operators contribute to the development of exports of transport services, increasing the profit of the national budget;
2. multimodal transport can develop a transport system of the country, including the company's transport infrastructure (sea and river ports, airports, terminals, etc.).
3. The activities of national operators protect national transport market penetration of these foreign transport companies.

Thus, the advantage of intermodal transportations are the most efficient combination of several modes of transport, optimizing the timing of delivery, reducing costs of storage of goods, control the level of transport costs and achieve the main goal - economic effect of using two or more modes of transport.

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