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TECHNO-ECONOMIC AND LEGAL FEATURES OF INTERNATIONAL TRANSPORT AND LOGISTICS SYSTEMS

The analysis of the characteristics and problems that arise in the course of formation of international transport logistics systems (ITLS) are shown in the article. The proposition of strategic directions of the effective formation of the international transport and logistics market are also presented.

During the analysis of the characteristics and problems that arise in the course of formation of international transport logistics systems (ITLS), it is necessary to take into consideration the specifics of the environment, such as:

- Expansion of openness of national economies and increased competition in the sector of national and international markets;
- The development of forms of integration of industrial and economic structures (IES), which increases competitive advantages of integrated structure as a whole, as its parts;
- The effectiveness of the integrated structures in the conditions of globalization processes greatly depend on the level of regional transport cooperation, which is determined by removing various barriers and restrictions that occur during the implementation of the international transport process (ITP). Barriers and constraints have legal, technical, economic and psychological nature.

Effective ITP is based on the development of international transport infrastructure and coherence of the interests of carriers of participating countries of the international transport market.

The above mentioned can be achieved increasing the organizational and technical compatibility of the basic elements of the structure (the potential organizational and technical compatibility of the main elements of the national transport system; the level of actual operating kinds of transport in countries, causing the need to maintain each other’s stable and capacious regional transport market; the need for advantageous geographical location, enabling a coherent implementation of transit potential).

Key issues affecting the development of the multi-transport integration are following:

- In a number of countries in varying degrees, there is sometimes insufficient development of market institutions in the transport sector;
- Not effectively implemented the function of regulation of interstate transport and economic links;
- There are differences in country-based approach to development of the sphere of technical regulation of transport activity;
- Availability at the national level, fiscal, bureaucratic, technical barriers to international transport;
- A high degree of deterioration of infrastructure and rolling stock, carrying out international transportation.

Analysis of the formation of a common transport space indicates a weak structure, chaotic implementation of measures aimed at building it.

Existing mechanisms of interstate regulation is not always adequate to really developing relations in the field of vehicle interaction to the elements of logistics systems.

As it is shown in several studies [1, 2], an analysis of the institutional mechanism of interstate regulation of transport integration is characterized by poor efficiency of regulators, which results in a low level of interaction between the bodies of sectoral cooperation of countries in the field of transport.

It is worth noting the imperfection of the mechanism of the use of tariffs for transportation of the individual (prior for national economic complexes) kinds of products in transit through the territories of the States.

The negative impact on the competitiveness of carriers, limit access to the national markets of transportation services ITLS members, increase in the cost and increase of delivery time of goods.

Lack of multilateral cooperation of States in the field of water transport hampers diversification of international transport systems (ITS).

The negative impact on the implementation of inter-state solutions of any legal form has insufficient staff qualifications of concerned departments, poor coordination of activities involved in the process of federal agencies of executive branch.

There is no effective multilateral financial and investment mechanism. This leads to a shortage of financial resources at the international level and does not allow:

- To concentrate the budget funds on implementation of interstate projects in the sphere of formation of the international transport and logistics market, with significant socio-economic efficiency;
- To subsidize certain activities to move from cover losses of transport operators to the procurement of transportation services or to address compensation of consumer costs of the transport services;
- To develop and implement coordinated approaches focused on accelerating renewal of the vehicles, as well as the development of leasing of modern vehicles.

There is no consistency in the formation of various transport structures of different integration level. At the present time it is required to improve the process of building regional transport structures, providing a fundamentally new quality control system and methods of the integration process, based on the methodology of the system analysis and synthesis of organizational and economic mechanism for the selection and implementation of measures consistent with the objectives of the strategic development of the object being created.
The strategic directions of the effective formation of the international transport and logistics market are:

- Harmonization of the regulatory framework and transport legislation of states on the basis of international standards;
- Carrying out coordinated policy in the domain of transport tariffs for international transport between the states - participants;
- Ensuring conditions for the integration of transport systems in the countries - participants in the European and global transport system by taking into account their national interests;
- Carrying out agreed protectionist policy on the world market of transport services;
- Creation of conditions for increase of competitiveness of domestic carriers in domestic and foreign markets of transport services;
- Coordination of actions for the development of information technologies, the consistent development of a common information management system for the international market of transport and forwarding services;
- Cooperation with internationally recognized auditors of transport and logistics activities of the companies;
- Continuous monitoring of the international transport and logistics systems in order to analyze the best international practices;
- Justification and evaluation of the effectiveness of common processes in the system integration of rail and road transport, and major transportation hubs of cities.

In connection with the above:

- We consider it is necessary to strengthen the participation of Transport Universities
  a) in the training of young specialists in the field of formation and management ITLS in the field of further training of practitioners of the given sphere;
  b) in development of methodologies and tools to solve current problems of ITLS and ITLC. In this connection it is necessary to increase the number of budget and target places when recruiting students on specialty "Economics" and "Management" for profile associated with the ITLS.

- To establish in transport universities research laboratories to identify and "fracture" the negative trends in development of ITLS and international logistics market, providing these laboratories budgetary support.
- To create effective practice of updating training programs on the basis of cooperation between the Department of Management, Logistics and Supply Chain Management of Russian transport Universities and on the basis of the expansion of international cooperation in the field of education.
- To consider it necessary to create a special structure in the Ministry of Transport, dealing with the problems of improving the quality of education and training in the field of formation and management of logistics systems and supply chains.

REFERENCES: