

Organization of transportation in the gas station network

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The relevance of the research topic is due to the fact that fuel and gas station networks are an integral part of our present. All processes should be planned as logically, economically and usefully as possible. Transportation is the process of transporting people or goods.

Internal and external transportation are considered. Internal movement of goods is carried out in the process of production and storage, as a rule, within the limits of one production site over small distances. External is carried out during transportation, as a rule, over long distances between different business entities, or between remote divisions of the same enterprise.

Organization of transportation is an important function. There are several approaches to organizing transportation. Among them, we can name two main ones: decentralized and centralized transportation:

With decentralized transportation, each division of the company independently, without agreement and coordination with others, is engaged in moving the necessary cargo.

In case of centralized transportation, the relations of the parties in the transportation process are distributed as follows.

The customer of the transport is the consignor who loads the cargo. He also makes calculations for transportation. The sender of the cargo receives reimbursement of the cost of transportation from the consignee simultaneously with the payment of the cost of the cargo.

The carrier transports the cargo and carries out forwarding except in special cases that require the direct presence of the representative of the consignor at all stages of the transportation process.

The consignee organizes the unloading of the cargo.

Under centralized transportation, only the authorized transport unit has the right to carry out transportation operations. Other divisions of the company issue orders for transportation.

Transportation delivery of crude oil and petroleum products can be carried out by various types of transport by: road transport, rail transport, sea transport, river transport, pipeline transport

Organization is a process, an activity to create or improve relationships between parts and elements in order to bring order to processes and increase their efficiency.

This cargo has its own transportation features. Tanker trucks must undergo certified washing and treatment with antibacterial agents before loading. Loading/unloading pumps must also meet sanitary requirements. Tanks must be equipped with lower drains and bays; have air plugs, as well as a correct pressure control system. Any impurities can change the chemical composition of the substance and lead to danger. In no case should the tank be driven half-empty, as this can create an emergency situation when maneuvering. If dangerous goods are carried, all warning signs and markings must be affixed to the container as required.

Dangerous cargo - substances, materials, products, waste of production and other activities, which, due to their inherent properties, in the presence of certain factors, can cause during transportation: explosion, fire, damage to technical means, devices, structures and other objects, cause material damage and damage to the environment, lead to death, injury, poisoning of people and animals.

Motor gasoline and diesel fuel according to the Law of Ukraine "On the Transportation of Dangerous Goods" are dangerous goods and according to the List of Dangerous Goods they are assigned UN numbers

Секція 1. Проблеми стратегічного управління конкурентоспроможністю на основі інновацій

1203 and 1202, respectively. At the same time, gasoline is characterized by an average degree of danger during transportation, and diesel fuel is low. Because diesel fuel and gasoline, which do not belong to dangerous substances of the 1st and 2nd classes of danger and are stored in containers at an atmospheric pressure of less than 0.05 MPa, except for containers for storing gas motor fuel, then obtaining a permit for the operation of such containers is not required

A logistic approach is necessary for optimization.

Comparative characteristics of traditional and logistic approaches to the organization of mixed transportation (*Table 1*).

Table 1

Comparison of traditional and logistic approach

Traditional approach (Mixed transportation)	Logistics approach (Multi/intermodal transportation)
Two or more types of transport	Two or more types of transport
Absence of a single operator of the transportation process	Availability of a single operator of the transportation process
Several transport documents	A single transport document
Absence of a uniform freight rate	Single tariff rate of freight
Sequential scheme of interaction of participants	Sequential-central scheme of interaction of participants
Different, and as a result, low responsibility for the safety of the cargo	The only, and as a result, high responsibility for the safety of the cargo
The result: a low probability of receiving the required cargo, in the required quantity, of the required quality, in the required place, at the required time, for the required consumer, at the required price, with the required logistics service	The result: a high probability of receiving the required cargo, in the required quantity, of the required quality, in the required place, at the required time, for the required consumer, at the required price, with the required logistics service

Resume. In conclusion, I want to note that fuel supplies should be treated as seriously as possible. Many other chains depend on the stability of this sphere.

It is important to follow all the rules for working with dangerous goods, to monitor the condition of tanks and machines, the certification and professionalism of employees. The cost-effectiveness of transportation and the speed of delivery are ensured by the intermodal system.

The use and development of new transportation technologies, as well as the improvement of the existing system, will allow enterprises to reduce costs, delivery time and negative impact on the environment.

