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IMPROVEMENT OF FREIGHT TRANSPORTATION

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Modern, efficient, financially reliable, technically powerful and socially attractive - this is how the joint-stock company should eventually become, thanks to the implementation of the company's development strategy. The company's development strategy is aimed at achieving a number of goals, in particular, the state has defined the main strategic goals, according to which decisions are made and actions are taken: ensuring the needs of the state in transportation; improving financial and economic stability; investing in the modernization of rolling stock; improving the quality of business management, visibility and readiness to open competitive freight transport markets in the context of European integration.

With the growth of traffic volumes, the presence of weight standards for freight trains, an increase in the downtime of cars at stations and entrances, the rejection of formed freight trains, there are problems with the delivery of goods, which requires new research. associated with the possibility of reducing the time of delivery of goods to recipients. Every day accelerated rail transportation is becoming in demand. One of the ways to solve the problem of timely delivery of goods and improve the main indicators of the quality of the transportation process should be a phased transition to the organization of the movement of accelerated trains. Another direction and stage in solving the problem of timely delivery of goods is the introduction of new technologies based on the automation of the main processes of railway transport: - transportation planning, - support of the transportation process, - improvement of methods and more effective financial planning, - assessment of the

sufficiency of the level of work efficiency and estimated costs, automation of planning based on modeling and the use of precedents.

In the context of an increase in transit turnovers, the railway must maintain local transportation, which can become an additional source of profit for railway transport and increase its competitiveness.

To develop this transit, it is necessary to take into account the capacity and capacity of the direction, without losing competitiveness in local transportation.

Now the load on railway lines is moderate, that is, the capacity is less than 50%, but in some areas it is close to exhaustion. This means that a further increase in the number of trains on them leads to consideration of the organization of train traffic or the construction of an additional main track.

Unfortunately, in modern conditions, the railway has no desire to diversify the freight market with the involvement of the volume of work on the roads. This is especially true of carriage traffic. The reasons for this are the lack of service of the proper level and flexibility of the tariff system; the duration of processing an application for the carriage of a small cargo, as the consignor wishing to use the services of rail transport must face a complicated procedure for including this cargo in the transportation plan. The lack of service and infrastructure also does not allow to increase the volume of traffic by rail.

The difference between non-mass cargoes is that for them one of the key factors is the delivery time. This is due to the high cost of a unit of unpacked goods, as well as a limited duration and demand for them over time. It is in terms of delivery time due to large downtime cars at stations of all types (loading and unloading, sorting, etc.) during freight, technical operations and waiting for their start that railway transport loses to road transport in 600-3000 km by 5-10 times.

However, these types of accelerated rail transport have very limited applications. Thus, route container trains are in demand only on routes with a large cargo flow. The route network of mail and baggage trains is almost limited. Currently,

the turnover of the network is growing every year. The concentration of cargo flows in areas with a high level of capacity utilization continues - from the east of the country to other regions of the state. All this requires the introduction of new solutions in the management of the transport process.

There is no technology for organizing the work of accelerated transportation of goods, as well as requirements for technical means necessary for its implementation on railway transport.

The railway does not handle small loads (non-bulk cargoes) necessary for the effective organization of the movement of fast trains. The main obstacle to their development is the lack of internal infrastructure for transportation, processing of small goods, the corresponding development of transport capacities, specialized racking freight cars for the rational organization of loading and unloading of non-mass cargoes.

The problems of using accelerated freight trains include the low level of transport and warehousing services, the lack of information support, which plays a special role in controlling the movement of goods, as well as the transition from one type of transport to another.

The shortage of cargo capacity and logistics centers hinders the development of accelerated freight traffic.

Rail transport does not always have the ability to transport goods door-to-door. There are no reference stations that concentrate freight work, which can enhance the effect of accelerating transportation from producer to consumer, involving road transport in the initial and final stages of the transportation process.

The rational weight norm and the length of the accelerated train have not been established, the technology of accumulation and formation at the stations has not been developed, and there is no technology for passing an accelerated train through the sections.

Thus, it is necessary to continue to enter the global logistics market with innovative transport products – high-speed trains and trains.

New technologies for the organization of accelerated freight transportation are necessary not only between large transport hubs of cities and megacities, but also inside them at the final stage of cargo transportation, significantly bringing rail transport, as the most environmentally friendly, closer to the consumer, replacing road transport. It is necessary to unload the road network at the entrances to large cities as much as possible and significantly improve the environmental component of the transport process.

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