

the cost and speed of delivery.

The cost of international transportation often depends on the exchange rate, and sharp fluctuations can negatively affect the profitability of transportation. In addition, economic instability in Ukraine or in partner countries may lead to a decrease in demand for transportation, which affects the volume of cargo flows.

The lack of modernization of railway infrastructure, in particular, railways, is a logistics risk and may lead to delays and accidents. Growth in freight traffic may lead to congestion on major transportation corridors, increasing delivery times and the risk of delays.

A shortage of qualified personnel in rail transportation can lead to errors in logistics processes that affect the efficiency and safety of transportation. Failures in the operation of information systems supporting rail transportation can lead to data loss, delays and errors in cargo flow management.

High levels of theft and vandalism on railroad routes also pose a significant risk to freight transportation.

International rail freight transportation in Ukraine faces many risks that can have a serious impact on the efficiency and safety of logistics operations. To minimize these risks, it is necessary to implement comprehensive measures, including infrastructure modernization, improvement of the legal framework, staff training and introduction of the latest technologies. This is the only way to ensure the stable development of international rail freight transportation and strengthen Ukraine's competitiveness in the global market.

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DIGITAL DOCUMENTATION: IMPORTANCE OF E-CMR IN UKRAINE

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Logistics is one of the core activities of every country in our world. With the help of this economic sector goods are produced, transported and sold. In the overall world transportation, European countries have a significant impact. In the same time European freight road transportation often plays a role as an auxiliary transit link between other continents or the main line of freight transportation in Europe. This fact is confirmed by modal split of freight transport of EU made by Eurostat, where road transportation takes second stage with almost 25% among all modes of transportation in 2022 [1]. It is important

to mention, that Ukraine do not take fully part in European road transportation due to russian invasion. Data is the raw material from which knowledge is taken to increase efficiency, and technology is the fundamental pillar around which this progress is constructed. Consequently, some governments are attempting to enact laws that encourage and, in certain situations, mandate this technological revolution. The EU is spearheading one of these initiatives in the road transport industry to digitize waybills, sometimes referred to as CMR in digital form or e-CMR.

To start with, it's crucial to check over the CMR consignment note first. Consignment notes (CMRs), which contain information on the transported products and the parties shipping and receiving them, are required under the "Convention relative au contrat de transport international de Marchandises par Route," which establishes regulations for international commodities transportation. CMR notes were only available in paper form until recently, and European Commission and The World Transport Organisation (IRU) is now pushing for a switch to an electronic version. The first border crossing between Spain and France to employ electronic consignment notes occurred in January 2017, marking the official launch of e-CMR and demonstrating the system's functionality and ease of use [2]. In order to replace CMR with e-CMR in realm of Europe, all European countries need to officially ratify the document.

As for Ukraine, the majority of the work for the e-CMR project was completed by the time the full-scale russian invasion occurred in 2019, although it did not halt the project's progress [3]. But despite these obstacles, work on e-CMR deployment is still ongoing. As of right now, the electronic consignment note system's core has already been developed, and electronic document management service providers are being tested.

Implementing of e-CMR will lead to several advantages. Firstly, It is not need for Ukrainian businesses to invest time or money on the printing, shipping, or storage of paper CMR. After all, electronic consignment note becomes accessible to all transport participants if the exchange of electronic commodities and transport invoices occurs in real time and following the document's registration in the system. In other words, it is resource conservation, a topic that any corporation seeking to turn a profit considers [4]. Secondly, because every step of the transportation process is documented in an electronic document, verified by an electronic signature, and made available to all participants online, all parties involved in the process have more control over the means of transportation. It is crucial that errors may be easily fixed with a few clicks on the electronic CMR, making it harder to misplace during transit. Thirdly, access to the electronic consignment note is always open. Every participant of a transportation can seek for, proof and control the required information. This leads to the time efficiency from all sides of process. Finally, it is the amplification of business-friendly environments. The successful implementation of e-CMR is expected to generate favorable circumstances for

the attraction of foreign investments, a crucial factor in the rehabilitation of the Ukrainian economy. Additionally, it will help gather trustworthy market data and raise the degree of openness in the Ukrainian business environment.

To sum up, there will be several benefits from the electronic CMR, which is this kind of record, being digitalized. It is a tool that will enable the state harmonise Ukrainian legislation with EU legislation in addition to improving economic environment, lowering corruption, and boosting trust in state institutions.

[1] Modal split of freight transport, EU, 2012-2022. URL: https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Freight_transport_statistics_-_modal_split

[2] Making freight truly paperless: e-CMR. URL: <https://www.iru.org/what-we-do/facilitating-trade-and-transit/e-cmr>

[3] Order of the Ministry of Infrastructure of Ukraine dated 03.06.2019 No. 413 "About approval of Amendments to the Rules of Carriage of Goods by Road Transport in Ukraine". URL: <https://ips.ligazakon.net/document/RE33620?an=31>

[4] Ukraine ready to join EU's electronic consignment note system. Ministry for Communities, Territories and Infrastructure Development of Ukraine. (17.04.2023). URL: <https://www.kmu.gov.ua/en/news/ukraina-hotova-pryiednatysia-do-systemy-elektronnoi-tovarno-transportnoi-nakladnoi-ies>

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ВИКЛИКИ ТА ПЕРСПЕКТИВИ РОЗВИТКУ АВТОМОБІЛЬНИХ ПЕРЕВЕЗЕНЬ В УКРАЇНІ

CHALLENGES AND PROSPECTS OF THE DEVELOPMENT OF ROAD TRANSPORTATION IN UKRAINE

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Протягом всієї своєї історії Україна перебувала на перетині світових торговельних шляхів та була своєрідним центром і важливим опорним пунктом на шляху з Європи до Азії. Україна є зручним транспортним хабом (вузлом) між Європою та Азією, що робить її важливим транзитним пунктом для автомобільних перевезень [1].

Дослідження динаміки обсягу міжнародних вантажних перевезень в Україні свідчить про доволі стійке зменшення загальних обсягів перевезень. Хоча у сфері міжнародних вантажних перевезень Україна має