

Taking into account the above, it can be summarized that increasing the level of quality and efficiency of transport services for the agricultural sector requires the development and implementation of a comprehensive system for ensuring a single technological process "production - transportation" based on modern information technology tools. This will make it possible to substantiate technological solutions for optimizing transport flows and significantly increase the competitiveness of transport operations performed by companies. In order to make operational management decisions based on a comparative evaluation of the control of the implementation of the operational transport plan, information technology combined with the information of the GPS navigation system and the information of the simulation model of the operational management of transport will allow to obtain a new approach to the measurement of potential transport opportunities using the monitoring of transport in the agricultural sector.

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## **ANALYSIS OF THE EFFICIENCY OF TRANSPORTATION OF VARIOUS TYPES OF CARGO**

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Effective functioning of the country's economy in modern conditions is closely related to the constantly growing role of the transport system [1]. This process is due to the continuous growth of the volume of raw materials, fuel, materials, and finished products entering the sphere of circulation and the increase in the need to move these volumes as a result of changes in the organization of the economy, in the placement of productive forces, which focuses on new sources of raw materials and the development of remote territories [2]. The quantitative growth of economic relations is accompanied by their constant complication due to the increase in the assortment and standard sizes of products [3]. At the moment, the transport market of our country is in the stage of formation, with pronounced transitional processes and the uncertainty of their course characteristic of this period.

In the conditions of limited transport capacities and intensively increasing transportation needs, the problems of matching these needs with the possibilities of road transport, solving the task of its effective use become extremely important. In the conditions of limited transport capacities and intensively increasing needs of regional state structures in transportation, the problem of matching these needs with the possibilities of road transport, solving the task of its effective use become extremely important. To a large extent, the reason for many shortcomings in transport service is the lack of a mutually agreed system for planning the work of motor vehicles and bodies of material and technical supply. The specificity of freight transportation is expressed in the close intertwining of the spheres of motor transport activity, dispersed transportation facilities over a large territory, a large difference in the level of mechanization of loading and unloading operations,

the seasonal nature of large-volume works with limited deadlines for their implementation, which determines the need for a comprehensive expansion of the role management structures. In the process of planning and managing cargo deliveries, the technical and operational indicators of vehicles (vehicles) are not fully taken into account, as a rule, the efficiency of the organization of transportation is not evaluated, and there is no systematic search for ways to increase the efficiency of the use of vehicles. Transport enterprises, as a rule, do not have a methodology for solving the problem of optimal operational management of the transportation of goods by motor vehicles. In order to assess the relationship between the parameters of the transport process and indicators of the quality of the rolling stock, a reasonable system for assessing the level of indicators of the quality of transport and forwarding operations of the transport process is necessary. To assess the efficiency of the transport process, an analysis of the factors that affect the modes of movement of the rolling stock (RM), the study of their significance in the cargo delivery system and their impact on the level of operational speed, the idle time of the rolling stock under loading and unloading, the use of mileage, the coefficient of technical readiness of the fleet is necessary, the degree of utilization of the carrying capacity of cars for different operating conditions and models.

All production processes, including transport, are planned, measured and evaluated according to the developed systems of indicators and meters. The nature of the operation of motor vehicle fleets, the specific features of the transport process, the conditions in which transport work is performed, required the creation of a system of indicators that reflect both individual elements and the entire transport process as a whole. These indicators should establish a natural connection between the elements of the transport process and the quantitative change of transport products.

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### **DELIVERY OF CARGO IN CONDITIONS OF UNEVEN PRODUCTION AND CONSUMPTION**

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In modern conditions, the problem of transport service for enterprises remains relevant. The requirements for the reliability and efficiency of transportation are increasing. Ring routes remain an important link in providing consumers with bulk cargo [1]. The expediency of their use is explained by the reliable transport service of enterprises. For the effective organization of the process of managing ring routes, it is necessary to have timely and accurate information about the location of rolling stock, the availability of goods from suppliers and consumers [2]. At the same time, there are much more options for possible route circulation schemes than the dispatcher can realistically analyze. Multivariation requires automation of the selection of a rational variant of the plan. This will make it possible to increase the reliability of transport connections, to achieve effective interaction between participants in the transportation process [3]. Thus, the issue of