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МІЖНАРОДНА
НАУКОВО-ПРАКТИЧНА
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**СТАН ТА РОЗВИТОК
ПІДПРИЄМНИЦТВА
В УМОВАХ РИНКОВОЇ
ЕКОНОМІКИ:
ПРОБЛЕМИ ТА ПЕРСПЕКТИВИ**

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МАТЕРІАЛИ
МІЖНАРОДНОЇ НАУКОВО-ПРАКТИЧНОЇ
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**СТАН ТА РОЗВИТОК
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Стан та розвиток підприємництва в умовах ринкової економіки: проблеми та перспективи: матеріали Міжнародної науково-практичної конференції (м. Дніпро, 19-20 січня 2018 р.). – Дніпро: НО «Перспектива», 2018. – 196 с.

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Призначений для науковців, практиків, викладачів, аспірантів і студентів економічних спеціальностей, а також для широкого кола читачів.

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THE ROLE OF THE MULTIMODAL TRANSPORT OPERATOR

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As we know, multimodal transport refers to the transport of goods from one point to another via more than one mode of transport. The chain that interconnects different links or modes of transport – air, sea, and land into one complete process that ensures an efficient and cost-effective door-to-door movement of goods under responsibility of a single transport operator, known as a Multimodal Transport Operator (MTO).

However, the market for the delivery of goods has become increasingly complex and involved many services, customs, inspections, local trucking and/or rail, international carriage (which may involve transshipment/feeder shipment), knowledge of local and international laws and customs and security and insurance and health considerations. There is also the need to have early/prompt reporting, manifesting, declaration and scanning to comply with terrorism prevention concerns. The freight forwarding function has undergone a strong sea change to accommodate all these development [1, p.7]:

Therefore, multimodal transport is a system where the responsibility for transport activities is placed on one operator. Hence, a MTO acts as a principal and accepts whole responsibility and liability to perform the transportation contract, and thus becomes the sole interface point for the shipper's transport function [2, p. 2].

The MTO acts as a principal and therefore as a «carrier», because the MTO contracts with the shipper to carry goods by one or more modes of transport as may be necessary. The MTO has accepted total responsibility and liability to perform the transport contract; he has become the sole interface point for the shipper's transport function [3, p. 15]. He will issue one transport document that will include invoice for freight charges, and also a guarantee for the transit time. From that point onwards, the MTO concludes a number of sub-contracts with individual carriers, road, rail, shipping lines, port authorities, terminal operators, stevedores, etc., on the MTO's own name, not that of the shipper or the consignee. Only the MTO is entitled to take delivery of the goods from each actual sub-carrier and pass them to the next sub-carrier. The MTO, in acting as a principal, is therefore responsible for the whole transport chain [3, p. 17].

In practice freight forwarders have become important MTOs as they have moved away from their traditional role as mere agents for the sender and accepting a much wider liability as carriers. Also large sea-carriers have evolved into MTOs as they provide their customers with so-called door-to-door services, i.e. the sea carrier offers transport from the sender's premises all the way to the receiver's premises instead of just offering more traditional tackle-to-tackle services or peer-to-peer services [4, p. 29].

The MTO is acts as principal/carrier who enters into the contract of carriage for the entire route of transport. Today most common use of two kinds MTOs [5]:

1. NVO-MTO: a non vessel operating common carrier multimodal transport operator.

2. VO-MTO: a vessel operating common carrier multimodal transport operator.

It is fundamental for the MTO to have the ability to design and provide effective transport arrangements. When goods are moving from the shipper to the consignee, it may take up to ten or twelve distinct transport links. At each transfer point, goods will then be unloaded and loaded, waiting or stored, weighted, checked or recorded, packed/reconsolidated. All of these intermodal transfers cost time and money, thus affecting the competitiveness of particular routes [3, p. 18].

The MTO is the only responsible party that is able to co-ordinate all modes of transport and organize multimodal transport. Shippers and consignees are not capable, nor do they have the time to determine the best route or the best price, as they do not have the MTO's expertise in transport management. They also do not have the capability to determine, forecast and even to solve problems that might occur to their cargo during transit (Figure 1) [3, p. 19].

Shippers	Consignees
<ul style="list-style-type: none"> • 1. Inland transport complications. • 2. Transit time to terminal. • 3. Transit costs to terminal. • 4. Terminal charges. • 5. Frequency of service of main transport leg. • 6. Transit time of main transport leg. • 7. Costs of main transport leg. 	<ul style="list-style-type: none"> • 1. Terminal charges. • 2. Delay in obtaining inward clearance. • 3. Costs of bonds, etc. at inward clearance point. • 4. Transit costs from terminal to destinations • 5. Transit time from terminal to final destination • 6. Border delays.

Fig. 1. List of typical transport considerations

The MTO's competitiveness in offering his services will depend on how he can take advantage of all possible management techniques available to make better use of the existing capacity and operating conditions of each specific link of the transport chain. The MTO is thus providing logistical services [3, p. 35].

It can be derived from the above that transport, and multimodal transport in particular, is only one of the aspects playing a role in logistics and supply chain management. Multimodal transport possibilities are part of the framework within which different supply chain strategies are made feasible. Transport-related decisions are

dependent upon a set of transport service requirements, such as lead-time, reliability, etc. This means that the shippers generally do not specifically demand a special transportation mode, but rather a transport performance. Shippers expect to receive a reliable door-to-door service from transport/logistics service providers [3, p. 42].

Figure 2 describes a typical shipper's perception of multimodal transport within the supply chain framework.

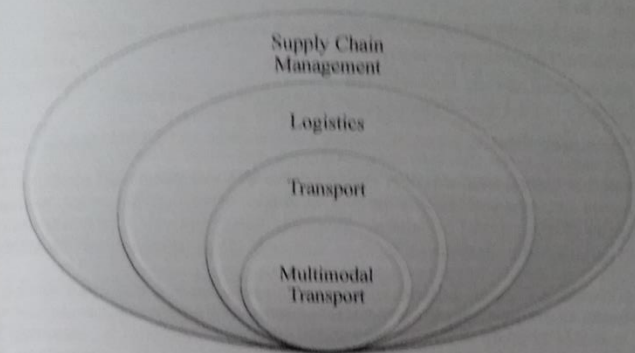


Fig. 2. Shipper's perspective on multimodal transport

So, in order to benefit from multimodal transport, shippers must acquire the services of multimodal transport operators as only they have the knowhow to design efficient transportation systems suited to shippers' requirements. Multimodal transport operators play a very important part in physically transporting the goods but other requirements are also needed for efficient multimodal transport systems. Today, transport and multimodal transport in particular, is acknowledged as a sub-function of logistics, which itself is part of supply chain management. Multimodal transport decisions have an impact on the feasibility and reliability of supply chains. Shippers and consignees are more interested in supply chain performance than on the actual multimodal transport operations. They require efficient and reliable door-to-door service offered by transport/logistics service providers, who may be MTO.

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