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**ACTIVITIES OF TRANSPORT AND LOGISTICS COMPANIES IN THE CONDITIONS
OF RUSSIAN AGGRESSION AGAINST UKRAINE**

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Russia's full-scale invasion of Ukraine on February 24, 2022, posed new challenges to every participant in economic activity, the gradual solution of which may give hope for the recovery of the Ukrainian economy in the future. In such circumstances Ukrainian transport and logistics companies must provide reliable and secure logistics for the delivery of weapons and equipment for the Armed Forces of Ukraine, humanitarian aid and medicines to Ukraine in the context of significant destruction of transport infrastructure (airports, roads and bridges destruction, seaport blockade, Russia's bombing of railways) [1].

The methodological basis of the study is dialectical and abstract-logical methods, which identified the main trends in the market of transport and logistics during the Russian-Ukrainian war. On the basis of systemic and synergetic approaches, the challenges in wartime for the activities of transport and logistics companies in close connection with ensuring efficiency of their functioning were studied. Methods of analysis and synthesis were also used to determine the measures for preserving human resources and assets by transport and logistics companies.

Consider the impact of the Russian-Ukrainian war on the organization of the transport and logistics company, which in the pre-war period carried out road haulage both domestically and internationally with its own fleet and staff. It is obvious that a standard transport and logistics company, which has a significant amount of equipment in its fleet, needs in its staff not only qualified drivers and freight forwarders, but also appropriate management and administrative staff, as well as professional service personnel (repair workers - locksmiths, welders, mechanics). In peacetime, the activities of the management of the transport company are focused on the transportation of ordinary groupage cargo and oversized cargo.

In military conditions, the tasks of the company's management are radically changing - it is necessary to develop a number of measures to preserve: (1) human resources - full-time employees of the company; (2) assets (movable and immovable property - primarily the fleet of vehicles, which may be a factor in the resumption of the company in the postwar period). Therefore, the owners of the transport and logistics company must first decide to evacuate the vehicle to a safe place (for example, if the truck is in the western regions of Ukraine, it makes sense to leave the train

there until the end of the active phase of the war; enemy, it makes sense to immediately evacuate to a relatively safe place, if the road train is in a combat zone - to carry out, if necessary, search for shelter in the mining and processing plants, quarries and other places with low probability of fire).

On the morning of February 24, 2022, border crossings were the first to suffer from the war. Rocket strikes were carried out on the main and largest international road border Goptivka and Bachivsk. A few hours after the start of the war, transit was opened for Ukrainian trucks to Latvia and other countries (and the transit began to look like this: Russia - Latvia - Lithuania - Poland - Ukraine). The main problem was the movement across the territory of the Russian Federation to the Latvian border for trucks with Ukrainian registration [2].

The next step is to return to shippers goods that were overdue for shipment to the aggressor country, but did not have time to leave Ukraine with mandatory control of cancellation of customs declarations for cargo. After determining the "geography of war" it is necessary:

1. Set the amount and organize the payment of cash benefits to staff, and those who returned to work - to provide a decent wages and salaries.
2. Conduct an audit of property and personnel that may be involved in the work.
3. Assess the needs of specialized vehicles. During the war, the main cargoes are food, medicine, equipment of factories evacuated from hot spots, animal products, fertilizers, agricultural machinery, construction machinery from hotspots. In particular, as the practice of 46 days of war has shown, the greatest need arose in: (a) refrigerators - equipment for transportation of perishable products, drugs that require temperature; (b) tents - for food, animal products, hygiene products, household chemicals, fertilizers, humanitarian; (c) special equipment for transportation of large and heavy cargoes - for evacuation of factory equipment, large construction equipment and other hotspots; agricultural machinery for sowing; auxiliary construction equipment for restoration works in the liberated territories.
4. Determine the geography of transport interests based on the real state of affairs in the company.
5. Establish timely and full payment of taxes to the state budget.

Conclusion: During the war, air transport did not work, sea and river transport was blocked, and rail transport served national transportation. Therefore, the main role in the cargo transportation is played by road transport. The main task of company's management is to preserve human resources and assets, and ensure the reliable and secure delivery of goods.

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