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ИЗДАТЕЛЬСТВО

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**THE TREND IN THE DEVELOPMENT OF A SYSTEM THAT
COMBINES THE PLACEMENT AND USE OF TANGIBLE ASSETS
SUCH AS WAREHOUSES, TERMINALS, AND STORAGE
FACILITIES OF ENTERPRISES**

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The article discusses the idea of creating an Internet resource in order to combine the needs and offers of services for storage, transportation, rental of warehouses, premises, open storage areas, etc. in the Tomsk region.

Keywords: tangible assets, logistics services, cost optimization, outsourcing.

Introduction

In today's rapidly developing world, the needs for certain types of goods and services appear instantly and, as a result, new business areas have minimal development time.

As we know, large enterprises and organizations are trying to get rid of non-core assets, or shift the costs of their maintenance to optimize costs. Non-core assets often include warehouses and premises that owners prefer to rent or put to outsourced. Such types of services as transportation, warehousing, inventory management, maintenance services, etc. are often outsourced. It is also not profitable for medium and small businesses to have their own warehouses and transport due to the high costs of their maintenance and utility bills. But it is necessary to store and transport.

Thus, the demand for the services of storage and transportation of inventory items, i.e. logistics services is quite high in the market. It continues to grow rapidly in the conditions of rapid development of online stores, large trading companies and industry.

In my essay, I am going to cover three main points.

First, the growth trend of logistics services in Europe.

Secondly, the current position of the logistics services market in Russia.

Thirdly, we would like to propose the creation of an Internet resource as one of the ways to accelerate the development trend of the logistics services industry in the Tomsk Region.

Firstly, let us discuss the growth trend of logistics services in Europe.

Ten years ago warehouses were considered as an appendage of industrial, agricultural, commercial industries, and railway deadlocks. Only recently the warehouse, warehouse accounting and the transportation of goods have been

considered as a separate field of activity, which has many reasons to become a profitable business.

According to information from the Journal of practical logistics warehouse and equipment (the article by G. Manzhosov, N. Ovcharenko), logistics centers in Russia, in recent years logistics companies, [1], are increasingly becoming the focus of attention of the economic community. The total turnover of the European logistics market is more than 600 billion euros. In all sectors of economy, approximately 30% of logistic functions are transferred to logistics companies annually. Industry and trade form the demand for the services of logistics operators, they spend nearly 120 – 140 billion euros on logistics in Europe each year.

Secondly, I am going to discuss the current position of logistics services market in Russia. Unfortunately, according to experts of the same source [1], the Russian market of logistics services is underdeveloped (Fig. 1). Its potential is estimated at \$ 120 billion, with a share of the transportation and freight forwarding sector by all modes of transport being 55%, the warehousing sector – 13% and the integration and supply chain management sector – 32%.

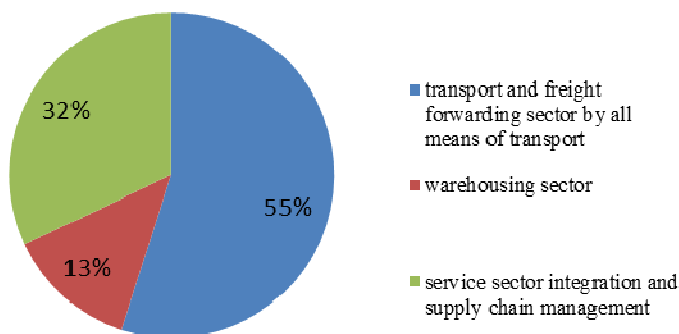


Fig. 1. The potential of the Russian market of logistics services.

Russia already has a number of logistics providers that provide services at the global level, for example, the National Logistics Company (NLC), FM Logistic, Tablogix, etc. These providers mainly cover Moscow and Moscow Region, St. Petersburg. There is a tendency to expand the geography of the construction of new warehouse complexes outside Moscow region. Table 1

reflects the possibilities of providing services of large logistics warehousing and freight forwarding providers in the regions of the Russian Federation.

Table 1

Networks of large logistics freight forwarding providers operating in the Russian market

Company	Branches
TL	Ekaterinburg, Ivanovo, Krasnodar, Moscow, Novosibirsk, Rostov-on-Don, Samara, St. Petersburg, Saratov
Russian Logistics Service	Barnaul, Vladivostok, Yekaterinburg, Irkutsk, Krasnodar, Moscow, Nizhny Novgorod, Novosibirsk, Perm, Samara, St. Petersburg, Khabarovsk
Eurasian Transport Group	Vladivostok, Yekaterinburg, Zabaikalsk, Irkutsk, Krasnoyarsk, Moscow, Novosibirsk, Chelyabinsk
Independent Energy Company	Astrakhan, Vyborg, Moscow, Novorossiysk, Rostov-on-Don, St. Petersburg, Taganrog, Yuzhno-Sakhalinsk
INFOCOM	Vladivostok, Yekaterinburg, Kurgan, Moscow, Novosibirsk, Omsk, Perm, St. Petersburg, Tyumen, Chelyabinsk

Depending on the quality, warehouses are divided according to category A, B, C and D. Category A includes only newly built objects that meet international standards. This category is the most demanded in the market. Category B includes both new construction facilities and high-quality reconstruction of existing facilities. Warehouses of type C and D are, as a rule, hangars, empty facilities and other premises adapted for warehouse purposes [2].

In the regions, the services of storage and transportation are at the lowest level in the form of individual transport companies, their storage bases belong to categories C and D, their software consists of the 1C-warehouse program. Regions of the Russian Federation and cities where large logistics providers do not provide services also need high-quality logistics services.

Finally, I would like to discuss the Internet resource as one of the ways to accelerate the development trend of the logistics services industry in Tomsk Region.

The planned work involves the creation and development of an Internet resource aimed at combining the needs and offers of services of storage, transportation, rental of warehouses, facilities, open storage areas, etc. in Tomsk region. This Internet resource will form a base for the development of

logistics services as a separate area of activity. Namely, a business that on the one hand, will supply quality services for storage, transportation, supply chain management of goods, and on the other hand, the enterprises will get the opportunity to use the services offered, or the ability to place information about their non-core assets on this Internet resource to solve problems associated with cost optimization.

Conclusion

In conclusion, we hope that our online resource will become an effective way to develop and improve the quality of logistics services in Tomsk and Tomsk Region. And this resource would take a worthy place in the development of logistics services as an independent activity and will also bring profit to organizations when using it.

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