

911.3

... , 41, 79007, ... ,  
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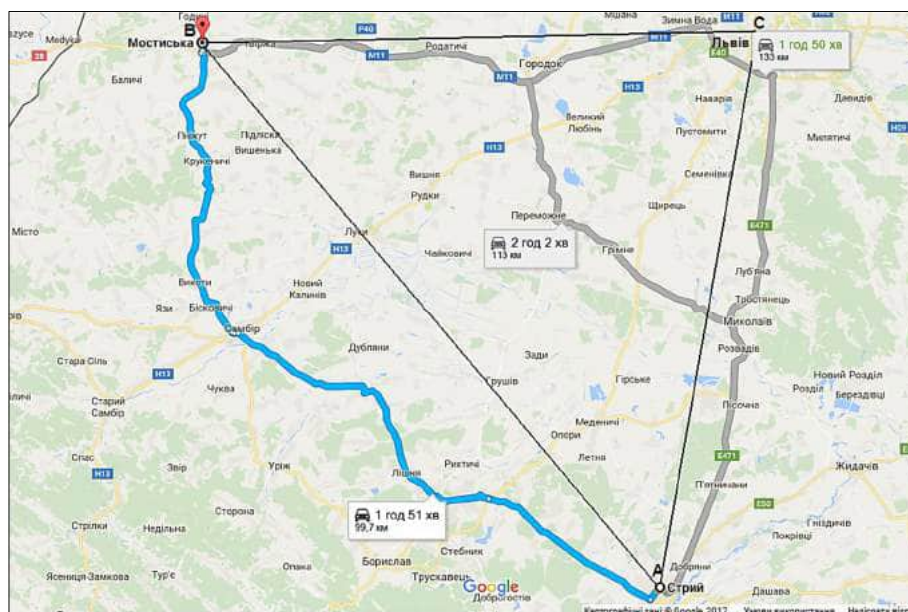
[1].

[5].

[4].

[2].

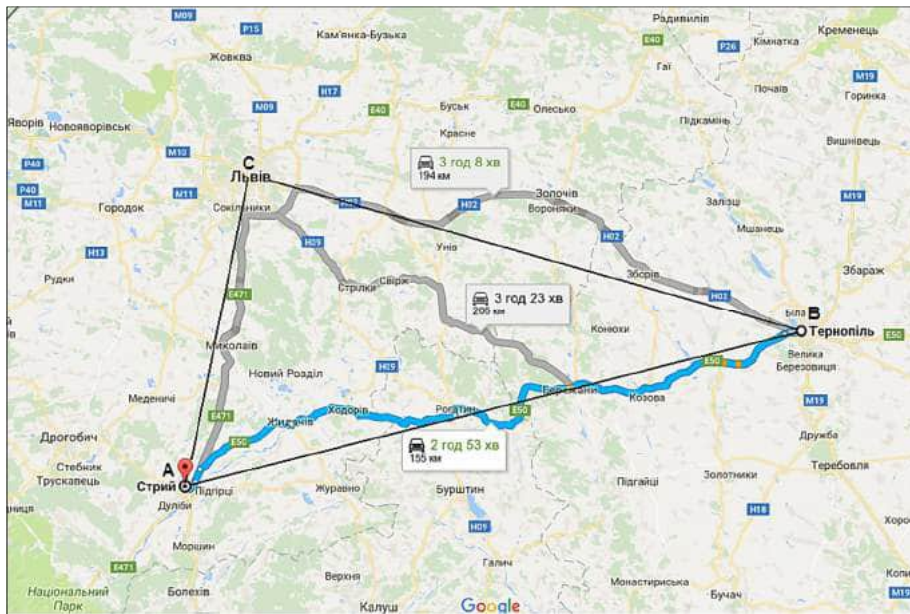
. 1,



1. Fig. 1. Modelling the distances Stryi–Mostyska

[3].  
 ( ), ( . . 1)  
 ( ), 100 ,  
 - 133 . 1 ( !),  
 ( 06 11),  
 ( 1418 1415)  
 “ ”  
 , 1,33  
 1418 1415

11 - , - , -  
113 . 20 - , -  
(155 ) ( .2). 39 , ( )  
( ) .



.2.  
Fig. 2. Modelling the distances Striy–Ternopil

12 ( ) ( ) ( , ) , -  
09 - - -  
12 - - ,



2 ,

30 .

57 %

37 640

59,1 %.

1. ;

2. ;

3. ( )

);

- 124,5 (125 );

- 41,4 (41 ).

- 156,4 (156 );

- 322 .

( . 2).

1

Distances between settlements on the way Shepet vka–Stry

-1-	5,1
-	21,8
-	9,7
-	10,1
-	18,9
-	14,2
-	14,5
-	20,5
-	17,9
-	11,9
-	11,8
-	8,8
-	19,2
-	15,8
-	19,2
-	18,2
-	16,6
-	26,7
-	12,2
-	7,0
-	11,0
-	11,2

2

Comparison of distances along the routes of trains Kyiv–Uzhhorod

81 - ( )	- - - -	915
129 -	- - - -	915
99 - ( )	- - - -	860
13 -	- - - -	854

.2, — — ,  
 — — , ( .3).  
 3

The shortest railway route Kyiv–Uzhhorod

	,
—	177
—	121
—	156
—	125
—	41
—	150
—	63
—	<b>833</b>

( ) (82 ) . 81 — —  
 , 83,5 %, — 72,5 %.  
 81 11 %  
 13 — — — —  
 2,2 % 72,7 %, — 70,5 %.  
 .  
 12 . 1 - ( ) 17,4 . 1 - ( ) .  
 [1]. — — 100 %  
 ( . .4).  
 .4 , 1,12 .  
 — (281 ) .  
 , 45 % [1].  
 — ( ) ,

4

Economic comparison of the railway routes Kyiv-Uzhhorod

(854 )		(854 )	
:		;	
854		552	
		281	
729 316 -		471 408 -	
		239 974 -	
87 517,92		56 569	
		41 755,48	
<b>87 517,92</b>		<b>98 324,48</b>	

( .5).

5

The existing number of trains and train distance along the routes Kyiv-Ivano-Frankivsk

749	-	-	-	-	713
( )					
43	-	-	-	-	713
( )					
149	-	-	-	-	713
( )					

(713 ).

( . .6).

749 149

43

( ) 76,4 %,

( ) -70,2 %).

( . .7).



1,12

6

## The shortest railway route Kyiv–Ivano-Frankivsk

-	177
-	121
-	156
-	125
- -	77
- -	<b>656</b>

7

## Economic comparison of the railway routes Kyiv–Ivano-Frankivsk

- - (920 )		- - (920 )	
- - - :	572	- - - :	298
- - - :	141	- - - :	358
	526 240 -		274 160 -
	129 720 -		329 360 -
	63 148,8		32 899,2
	22 571,28		57 308,64
	<b>85 720,08</b>		<b>90 207,84</b>

- 45 %.
1. // „ , 2012. 11(137). . 218–226.
  2. . . // : - : . 200- . . . . ( . , 26–28 , 2014 .). : , 2014. . 383–390.
  3. . „ . . // - , 2014. . 10. . 2. . 483–488.
  4. . : . 11.00.02 “ ”. , 2017. 210 .
  5. : . : . 11.00.02 “ ”. , 2004. 33 .

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**PRACTICAL USE OF GEOLOGISTICS IN THE TRANSPORT INDUSTRY  
OF THE WESTERN REGION OF UKRAINE**

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The practical use of geologistics in the transport sector has a particular importance today. Planning logistics corridors can ensure the efficient operation of transport.

The Western region of Ukraine has a high transit potential, complemented by a dense network of highways and railways. This contributes to the functioning of both regional and international logistics flows. In some cases, transport links are limited due to underdeveloped transport infrastructure, which creates problems in the formation of passenger and freight transport. For logists it remains to determine the most advantageous options for connecting cities and other settlements.

The possibility of reducing the distances of transportation of population and goods in the Western region of Ukraine, which is achieved due to the design of routes of logistics flows on the ways of transport in Lviv, Zakarpattia, Ivano-Frankivsk, Ternopil regions, is investigated. The obtained results are shown in the form of economic expediency. In addition, own approaches to improving the quality indicators of infrastructure in the studied areas of transport routes are presented.

*Key words:* hub, populousness, passenger traffic, cost, taxonomic method.