

# MEASURING THE EFFECTIVE FUNCTIONING OF LOGISTICS IN UKRAINE USING THE LOGISTICS PERFORMANCE INDEX

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The article analyses activities of the logistics sector in the world, and more in Poland, Ukraine and Germany using the Logistics Performance Index, and the prospects for further development. Data analysis is obtained from the official website of Logistics Performance Index. Logistics Performance Index (LPI) is a weighted average grade for six major components: the effectiveness of the design documentation (speed, simplicity and predictability of formalities), by border agencies, including customs ("Customs"); quality of trade and transport infrastructure (ports, railways, roads, information technology) ("Infrastructure"); ease of organizing supplies at competitive prices ("International Traffic"); competence and quality of logistics services (e.g., transport operators, customs brokers) ("Quality of Logistics Services"); tracking and cargo monitoring ("Monitoring and Control"); timely delivery of goods to a destination within the scheduled or expected delivery period ("Timeliness"). Domestic LPI was calculated in 116 countries. To do this, respondents surveyed logistic conditions in their countries. This approach uses four key determinants of overall logistics performance to assess the effectiveness of: infrastructure, services, border procedures and time, the reliability of the supply chain. There have

also been designed charts of interdependent parameters of logistics activities in Poland, Ukraine, and Germany, which summarizes the main findings. The results showed that Ukraine logistics services in general in the world, are estimated low enough and occupied the 80th place among 160 countries evaluated. It is also done comparative characteristics of different criteria for external and internal logistics operations. As a result, there are provided recommendations for improving logistics services companies in Ukraine, according to the discounted errors. Achieving this goal involves performing tasks of: setting standards and providing state transport infrastructure; conformity assessment of macroeconomic realized logistic demand for services needs of the economy, which can be considered as indirectly which-ever service offerings; proposal evaluation services differentiated on the scale of space and time, addicted appropriate localization (spatial-temporal placement) of sources of demand for logistics services; implementation of active state policy on harmonization of achieving dynamic demand, supply, infrastructure provision in the coordinates of space and time; ensuring price (costly) availability of logistics services to potential customers.