

well as design criteria and the required efficiency of each process and object of management system as a whole.

3. The expected technical results of the proposed effectometrics method within transport and technological systems:

- value determination of objects and technologies within the transport and technological system and their comparison with each other in case of assessment on multi-criteria basis, with consideration of the requirements for different system efficiencies;
 - contingency rundown within the comparative assessment of performance indicators in existing and prospective, developing process-based systems;
 - harmonization of process-based transport and technological systems with international requirements within their value under consideration of the each system actor interest;
 - decrease of computation time, as well as reduction of labor intensiveness and uncertainty within the distribution of consumer investments;
 - recommendations development for rational composition choice of objects and technologies within the process-based system;
 - detection and research of additional features within the process-based system, which include objects and technologies, as well as promising ones, heterogeneous by their indicators and assessment criteria (sometimes contradictory);
 - identification of reasonable high-priority prospective and competitive directions of development and operation of process-based systems;
 - rationale of technical and economic indicators within prospective national and international programs in order to create new process-based systems, during their development and monitoring of implementation.
4. There is systematization of the main factors that make it necessary to revise the traditional development model of transport and technological systems in order to increase their efficiency. The key factors are:
- *resource* - plurality in funding and resources;
 - *technological* – non-physical and physical ageing of the TTS infrastructure;
 - *scientific and technical*- supply of highly qualified workers;
 - *economic* – strategic necessity in investments;
 - *environmental* – increased environmental impact of enterprises.

5. We make a conclusion that present methodology of practical problems settlement within effectometrics transportation systems requires improvement: methods and algorithms have fragmented character, there is partial tasks settlement in a separate and independent manner in relation to the manufacturer, the carrier and the consumer. Whereby, the

principle of separate objects improvement without due consideration of the features within a single transport process with a balance of each actor interest is the basis for problem settlement. There should be distribution of wages and salaries among all participants of the transport and technological chain on a compromise basis.

6. It is necessary to propose algorithms and models for the synthesis of specific transport and technological systems to implement the developed methodology and start with their decomposition into elements that generate, transform and use transport flows.

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